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WITH NUMEROUS HISTORICAL ALLUSIONS

EDITED BY

EDWIN M. BACON

AUTHOR OF BACON'S "DICTIONARY OF BOSTON"

NEW AND REVISED EDITION



BOSTON AND NEW YORK
HOUGHTON, MIFFLIN AND COMPANY
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PREFATORY NOTE.

The text of "Boston Illustrated" has been revised thoroughly for this edition and brought to date, so that the little volume may be depended upon as a trustworthy guide to the city of to-day and a serviceable handbook both for the visitor and the resident. While all the features which have made it popular for so many years have been retained, the work has been freshened, new material added, and new illustrations introduced. In the preparation of this, as of previous editions, the aim has been to present much information in small compass; to make a ready reference book as well as a handy pocket guide.

Boston, *March*, 1890.

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BOSTON ILLUSTRATED.

I. A GLANCE AT ITS HISTORY.

BOSTON was originally "by the Indians called Shawmutt," but the colonists of 1630, wandering southward from their landing-place at Salem, named it Trimountaine. Charlestown, which was occupied by them in July, 1630, was speedily abandoned because there was found no good spring of water, and the peninsula close by having been bought of its sole white inhabitant, Mr. William Blaxton, or Blackstone, an Englishman, who had been living there several years, the settlement was transferred thither on the 7th of September, O. S. (17th N. S.). On the same day the court held at Charlestown ordered that Trimountaine be called Boston. This name was given to it in memory of Boston in Old England, from which many of the colonists had emigrated, and which was the former home of Mr. Isaac Johnson, next to Governor Winthrop the most important man among the band of immigrants. The name of Trimountaine, which has been transformed into Tremont, was peculiarly appropriate. As seen from Charlestown, the peninsula seemed to consist of three high hills, afterwards named Copp's, Beacon, and Fort. And the highest of the three was itself a trimountain, having three sharp little peaks. It seems to be agreed that this peculiarity of Beacon Hill was what gave to the place its ancient name. Soon after selling the land to the new company of immigrants, Mr. Blaxton withdrew to the place which now bears his name, the town of Blackstone, on the border of Rhode Island. His house in Boston stood on the slope of Beacon Hill, near where now are Pinckney Street and Louisburg Square.

Boston was selected as the centre and metropolis of the Massachusetts Colony. The nucleus of the Colony was large, and the several towns lying along the coast were, considering the circumstances, rapidly settled. During the year

1630 as many as fifteen hundred persons came from England. In ten years not less than twenty thousand had been brought over. In 1639 there was a muster in Boston of the militia of the Colony to the number of a thousand able-bodied and well-armed men. There is authority for the statement that in 1674

there were about fifteen hundred families in the town, and the population of New England was then reckoned at one hundred and twenty thousand.

The early history of Boston has been an almost inexhaustible field for the researches of local antiquaries. Considering that almost three quarters of a century elapsed before the first newspaper was printed, the materials for making a complete account of the events that occurred, and for forming a correct estimate of the habits and mode of life of the people, are remarkably abundant. The records have been searched to good purpose.



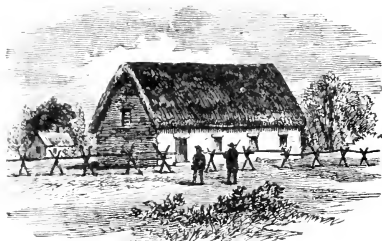
Still it is to visitors that we are indebted for some of the most quaint and interesting pictures of early New England life. An English traveller, named Edward Ward, published in London in 1699 an account of his trip to New England, in which he describes the customs of Bostonians in a lively manner,

though parts of the story are evidently exaggerated, Mr. Ward thought it a great hardship that "Kissing a Woman in Publick, tho' offer'd as a Courteous Salutation," should be visited with the heavy punishment of whipping for both the offenders. There were even then "stately Edifices, some of which have cost the owners two or three Thousand Pounds sterling," and this fact Mr. Ward rather illogically conceived to prove the truth of two old adages, "That a Fool and his Money is soon parted ; and, Set a Beggar on Horseback he 'll ride to the Devil ; for the Fathers of these Men were Tinkers and Peddlers." He seemed to have a very low opinion of the religious and moral character of the people. Mr. Daniel Neal, who wrote a book a few years later, found "the conversation in this town as polite as in most of the cities and towns in England," and he describes the houses, furniture, tables, and dress as being quite as splendid and showy as those of the most considerable tradesmen in London.

Hardly a vestige of the town as it appeared to the earliest settlers now remains. We have, it is true, in a good state of preservation still, the three most ancient burial-grounds of the town, and a few old buildings ; and some of the narrow and crooked streets at the North End have retained their early devious course, though generally appearing upon the map under changed names. But little else of Boston in its first century is preserved. The face of the country has been completely transformed. The hills have been cut down, and the flats surrounding the peninsula have been filled so that it is a peninsula no longer. The old water line has disappeared completely. On the east, the west, and the south, nearly a thousand acres once covered by the tide have been reclaimed, and are now covered with streets, dwellings, and warehouses. Boston was from the first a commercial town. Less than a year had elapsed since the settlement of the town when the first vessel built in the colony was launched. We may infer something in regard to the activity of the foreign and coasting trade from the statement of Mr. Neal, before referred to, that "the masts of ships here, and at proper seasons of the year, make a kind of wood of trees like that we see upon the river of *Thames* about *Wapping* and *Limehouse* ;" and the same author says that twenty-four thousand tons of shipping were at that time, 1719, cleared annually from the port of Boston. In 1741 there were forty vessels upon the stocks at one time in Boston, showing that a quick demand for shipping existed at that period. It was not until four years after the settlement of the town that a shop was erected separate from the dwelling of the proprietor. In these early days the merchants of Boston met with many reverses, and wealth was acquired but slowly in New England generally. Nevertheless, the town was on the whole prosperous. At the close of the seventeenth century, Boston was probably the largest and wealthiest town in America, and it has ever since retained its rank among the very first towns on the continent.

The colonists brought their minister with them, the Rev. John Wilson, who was ordained pastor of the church in Charlestown, and afterwards of the church in Boston. But the meeting-house was not built until 1632. This building was very small and very plain, within and without. It is believed to have stood

nearly on the spot where Brazer's Building now stands, near the Old State House, in State Street. In 1640 the

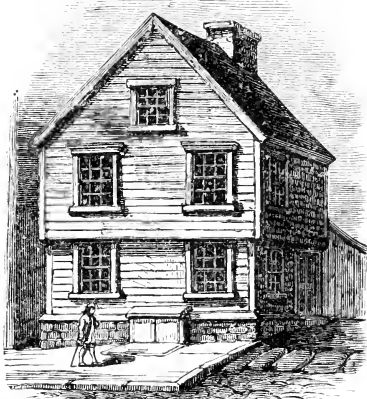


First Church in Boston.

same society occupied a new, much larger and finer building, which stood on the site now occupied by Roger's Building on Washington Street. This second edifice stood seventy-one years and was destroyed by fire in 1711; the third, built on the same spot in 1712, was long known as the "Old Brick Church" and stood until 1808, when it was taken down; the fourth was on Chauncy Place; and the fifth is the present very elegant church building on Berkeley Street, first occupied in 1868. Several other churches were established very soon after the "First," and there are now in existence as many as eight church organizations dating back to the first hundred years after the place was settled. The fathers of the town were sternly religious, outwardly at all events. The evidences are abundant that they were also zealous for education. The influence of Harvard College, in Cambridge, was strong upon Boston from the first; but a public school had been voted by the town in 1635, the year before Harvard was founded.

It was in Boston that the first newspaper ever published on the American continent, the "Boston News Letter," appeared on the 24th of April, 1704. Two years later the first great New England journalist, and afterwards a philosopher, statesman, and diplomatist, was born in a little house that stood near the head of Milk Street, and that is still remembered by some of the oldest citizens of Boston. It was destroyed by fire at the close of the year 1811, after having stood almost a hundred and twenty years. The office of the "Boston Post" now covers the spot.

The history of the thirty years preceding the Revolution is full of incidents showing the independent spirit of the inhabitants of Boston, their determination not to submit to the unwarrantable interference of the British government in their affairs and particularly to the unjust taxation imposed upon the Colonies, and their willingness to incur any risks rather than yield to oppression. As early as 1747 there was a riot in Boston, caused by the aggression of British naval officers. Commodore Knowles, being short of men, had impressed sailors



Birthplace of Benjamin Franklin.

in the streets of Boston. The people made reprisals by seizing some British officers, and holding them as hostages for the return of their fellow-citizens. The excitement was great, but the affair terminated by the release of the impressed men and the naval officers, the first victory registered to the account of the resisting colonists. Twenty years later the town was greatly agitated over the Stamp Act; and hardly had the excitement died away when, on March 5, 1770, the famous Boston Massacre took place. The story is familiar to every school-boy. The affair originated without any special grievance on either side, but the whole population took the part of the mob against the soldiers, showing what a deep-seated feeling of hostility existed even then. The scene of this massacre was the head of King, now State Street, east side of the Old State House. This building was erected in

1748, on the site occupied by the Town House destroyed by fire the year previous, and is one of the few historic structures in the city now remaining. Here for a while the courts of the colony were held; it has been the meeting place of the colonial general court and after the Revolution of that of the Commonwealth; for a time it was occupied in part as a barrack for British soldiers; in one of the upper halls sat the Provincial Council, and it was here that Samuel Adams,



The Old State-House.

after the massacre, made his memorable and successful demand for the removal of the British regiments from the town. Here the first post office in Boston was established; and the first merchants' exchange; and after the town became a city, it was the first city hall. When the city had no further use for it it was entirely surrendered to business purposes; and in course of time it underwent great changes; the interior was completely remodelled, and an ugly mansard roof was built upon it, wholly destroying the quaint effect of the original architecture. In 1881-82 a movement to restore the building to its original appearance was begun, and in the latter year the Bostonian Society secured a lease for ten years of the entire second floor, the attics, and cupola, agreeing to maintain the principal rooms for free public exhibition; while the street floor and basement were rearranged for business purposes as before, the rentals passing to the city to which the property belongs. From the second story upwards the building now appears much as it did during the colonial period. The windows of the upper stories are modelled after the small-paned windows of the earlier times; the old picturesque pitch-roof has been reproduced; and on the State Street front, at either end of the building, are copies of the carved figures of the lion and the unicorn, formerly here, but torn down, and with other "tory signs" burned in a bonfire on the day of the first celebration of American Independence. Some over-sensitive citizens objecting to the restoration

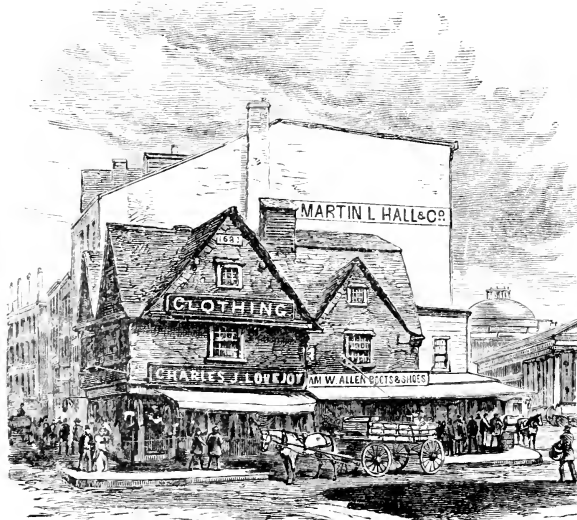
of these emblems of royalty, a brightly gilded "bird of freedom" subsequently was placed over the Washington Street front of the building. In the rooms of the second floor, an interesting collection of antiquities is on exhibition, with old portraits and paintings, and sketches of old buildings. The rooms are open free every day except Sundays and holidays.

The funeral of the victims of the "Boston Massacre," who were buried in the Old Granary Burying-ground, was attended by an immense concourse of people from all parts of New England, and the impression made by the conflict upon the patriotic men of that day did not die out until the war of the Revolution had begun. The day was celebrated for several years as a memorable anniversary.

The destruction of the tea in Boston Harbor was another evidence of the spirit of the people. The ships having "the detested tea" on board arrived the last of November and the first of December, 1773. Having kept watch over the ships to prevent the landing of any of the tea until the 16th of December, and having failed to compel the consignees to send the cargoes back to England, the people were holding a meeting on the subject on the afternoon of the 16th, when a formal refusal by the Governor of a permit for the vessels to pass the castle without a regular custom-house clearance was received. The meeting broke up, and the whole assembly followed a party of thirty persons disguised as Indians to Griffin's (now Liverpool) Wharf, where the chests were broken open and their contents emptied into the dock. It has been claimed, though on very doubtful authority, that the plot was concocted in the quaint

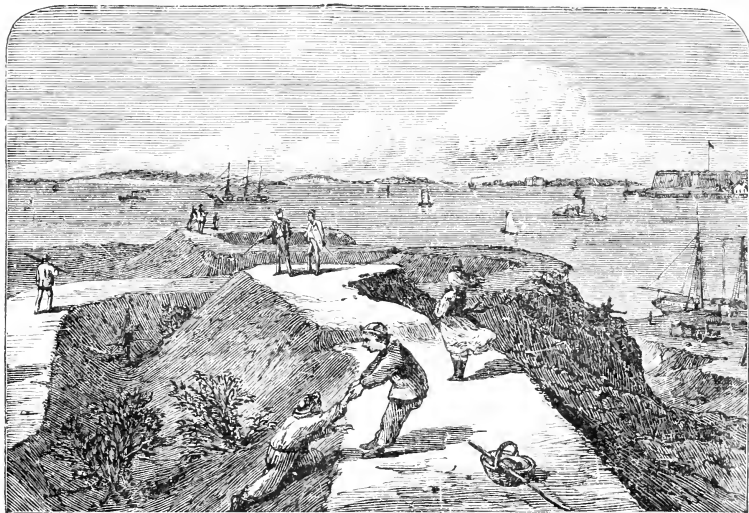
old building that stood until 1860 on the corner of Dock Square and North (formerly Ann) Street. This building was constructed of rough-cast in the year 1680, after the great fire of 1679. It was occupied by shopkeepers, and during the latter years of its existence was known as the "old feather store." A cut of the building is here given.

The people of the town took as



Old House in Dock Square.

prominent a part in the war when it broke out as they had taken in the preceding events. They suffered in their commerce and in their property by the enforcement of the Boston Port Act, and by the occupation of the town by British soldiers. Their churches and burial-grounds were desecrated by the English troops, and annoyances without number were put upon them, but they remained steadfast through all. General Washington took command of the American army July 3, 1775, in Cambridge, but for many months there was no favorable opportunity for making an attack on Boston. During the winter that followed, the people of Boston endured many hardships, but their deliverance was near at hand. By a skilful piece of strategy Washington took possession of Dorchester Heights during the night of the 4th of March, 1776, where earthworks were immediately thrown up, and in the morning the British found their enemy snugly ensconced in a strong position both for offence and defence. A fortunate storm prevented the execution of General Howe's plan of dislodging the Americans; and by the 17th of March his situation in Boston had become so critical that an instant evacuation of the town was imperatively necessary. Before noon of that day the whole British fleet was under sail, and General Washington was marching triumphantly into the town. Our sketch shows the heights of Dorchester as they once appeared; it is quite easy to see from it how completely the position commands the harbor. No attempt



View of Dorchester Heights.

was made by the British to repossess the town. At the close of the war Boston was, if not the first town in the country in point of population, the most influential, and it entered immediately upon a course of prosperity that has continued with very few interruptions to the present time.

The first and most serious of these interruptions was that which began with the embargo at the close of the year 1807, and which lasted until the peace of 1815. Massachusetts owned, at the beginning of that disastrous term of seven years, one third of the shipping of the United States. The embargo was a most serious blow to her interests. She did not believe in the constitutionality of the act, nor in its wisdom. The war that followed she judged to be a mistake, and her discontent was aggravated by the usurpations of the general government. Nevertheless, in response to the call for troops she sent more men than any other State, and New England furnished more than all the slave States that were so eager in support of the Administration. In all the proceedings of those eventful years Boston men were leaders.

Again, in the war of the Rebellion, having been one of the foremost communities in the opposition to slavery, Boston took a leading part, this time on the popular side. In this war, in which she participated by furnishing men and means to carry it on at a distance, and in supporting it by the cheering and patriotic words of those who remained at home, her history is that of Massachusetts. Boston alone sent into the army and navy no less than 26,119 men, of whom 685 were commissioned officers.

Boston retained its town government until 1822. The subject of changing to the forms of an incorporated city was much discussed as early as 1784, but a vote of the town in favor of the change was not carried until January, 1822, when the citizens declared by a majority of about six thousand five hundred out of about fifteen thousand votes, their preference for a city government. The Legislature passed an act incorporating the city in February of the same year, and on the 4th of March the charter was formally accepted. The city government, consisting of a mayor, Mr. John Phillips, as chief executive officer, and a city council composed of boards of eight aldermen and forty-eight common councilmen, was organized on May 1.

During the last half century the commercial importance of Boston has experienced a reasonably steady and constant development; the greatest check upon her prosperity having been the destructive fire of the 9th and 10th of November, 1872. The industries of New England have in that time grown to immense proportions, and Boston is now the natural market and distributing-point for the most of them. The increase of population and the still more rapid aggregation of wealth tell the story far more effectively than words can do it. In 1790 the population of the town was but 18,038. The combined population of the three towns of Boston, Roxbury, and Dorchester, at intervals of ten years, is given in the following table, —

Year.	Population.	Year.	Population.
1810	40,386	1850	163,214
1820	51,097	1860	212,746
1830	70,713	1870	250,526
1840	107,347	1880	308,381

The valuation of real and personal property in the last forty years shows a

still more notable increase. The official returns at intervals of five years show :—

Year.	Valuation.	Year.	Valuation.
1840	\$94,581,600	1865	\$371,892,775
1845	135,948,700	1870	584,089,400
1850	180,000,500	1875	793,961,895
1855	241,932,200	1880	639,462,495
1860	278,861,000	1885	685,404,600

After the annexation to Boston of the city of Charlestown and the towns of West Roxbury and Brighton, the population of the united municipality became, by the census of 1870, 292,499 ; in 1880, according to the United States Census of that year, it had increased to 362,839. The estimated population in 1885 was fully 400,000. The valuation in 1873 was \$765,818,713 ; in 1882, \$672,-497,961. State, city, and county tax rate per \$1,000 : 1880, \$15.20 ; 1882, \$15.10 ; 1883, \$17.00 ; 1885, \$12.80.

The growth of Boston proper has, notwithstanding these very creditable figures, been very seriously retarded by the lack of room for expansion. Until the era of railroads it was impracticable for gentlemen doing business in Boston to live far from its corporate limits. Accordingly it was necessary to "make land" by filling the flats as soon as the dimensions of the peninsula became too contracted for the population and business gathered upon it. Some very old maps show how early this enlargement was commenced ; and hardly any two of these ancient charts agree. During the present century very great progress has been made. All the old ponds, coves, and creeks have been filled in, and on the south and southwest the connection with the mainland has been so widened that it is now as broad as the broadest part of the original peninsula. In other respects the improvements have been immense. All the hills have been cut down, and one of them has been entirely removed. The streets which were formerly so narrow and crooked as to give point to the joke that they were laid out upon the paths made by the cows in going to pasture, have been widened, straightened, and graded. Whole districts covered with buildings of brick and stone have been raised, with the structures upon them, many feet. The city has extended its authority over the island, once known as Noddle's Island, now East Boston, which was almost uninhabited and unimproved until its purchase on speculation in 1830 ; over South Boston, once Dorchester Neck, annexed to Boston in 1804 ; and finally, by legislative acts and the consent of the citizens, over the ancient municipalities of Roxbury, Dorchester, Charlestown, West Roxbury and Brighton. The original limits of Boston comprised but 783 acres. By filling in flats, etc., 1,046 acres have been added. By the absorption of South and East Boston and by filling the flats surrounding these districts, 1,838 acres more were acquired. Roxbury contributed 2,700 acres, Dorchester, 5,614, Charlestown, 586, West Roxbury, 7,848, and Brighton, 2,277. The entire present area of the city is therefore about 23,661 acres, — more than thirty times as great as the original area. Meanwhile, the numerous railroads radiating from Boston and

reaching to almost every village within thirty miles, have rendered it possible for business men to make their homes far away from their counting-rooms. By this means scores of suburban towns, unequalled in extent and beauty by those surrounding any other great city of the country, have been built up, and the value of property in all the eastern parts of Massachusetts has been very largely enhanced. These towns are most intimately connected with Boston in business and social relations, and in a sense form a part of the city. It is this theory that has led to the annexation of five suburban municipalities already, and that will undoubtedly lead, at no distant day, to the absorption of others of the surrounding cities and towns.





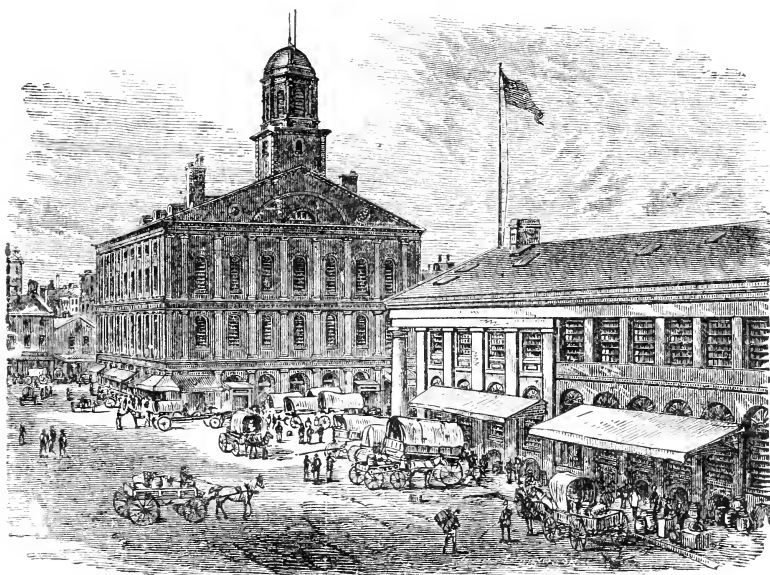
II. THE NORTH END.



THE extension of the limits of Boston, and the movement of business and population to the southward, have materially changed the meaning attached to the term North End. In the earliest days of the town, the Mill Creek separated a part of the town from the mainland, and all to the north of it was properly called the North End. For our present purpose we include in that division of the city all the territory north of State, Court, and Cambridge Streets. This district is, perhaps, the richest in historical associations of any part of Boston. It was once the most important part of the town, containing not only the largest warehouses and the public buildings, but the most aristocratic quarter for dwelling-houses. But this was a long time ago. A large part of the North End proper has been abandoned by all residents except the poorest classes. Among its important streets may be mentioned Commercial, with its solidly built warehouses, and its great establishments for the sale of grain, ship-chandlery, fish, and other articles; Cornhill, once the head-quarters of the book-trade, a remnant of the business still lingering there; the streets radiating from Dock Square crowded with stores for the sale of cutlery and hardware, meats, wines, groceries, fruit, tin, copper, and iron ware, and other articles of household use; and Hanover, widened in 1869, and now as formerly a great market for cheap goods of all descriptions. Elsewhere in this district are factories for the production of a variety of articles, from a match to a tombstone, from a set of furniture to a church bell.

There are but a few relics remaining of the North End of the olden time. The streets have been straightened and widened, and many of them go under different names from those first given them, while most of the ancient buildings have fallen to decay and been removed. Among such as are still left, the most conspicuous and the most famous is old Faneuil Hall, the "Cradle of Liberty." This building was a gift to the town by Mr. Peter Faneuil. For more than twenty years before its erection the need of a public market had been felt, but the town would never vote to build one. In 1740 Mr. Faneuil offered to build a market at his own expense, and give it to the town, if a vote should be passed to accept it, and keep it open under suitable regulations. This offer was accepted by the town, after a hot discussion, by a narrow majority of seven. The building was erected in 1742; and only five years later the opposition to the market-house system was so powerful that a vote was carried to close the market. From that time until 1761 the question whether the market should be open or not was a fruitful source of discord in local politics, each party to the contest scoring several victories. In

the last-named year Faneuil Hall was destroyed by fire. This seems to have turned the current of popular opinion in favor of the market, for the town immediately voted to rebuild it. In 1805 it was enlarged to its present size. From the time the Hall was first built until the adoption of the city charter in 1822, all town meetings were held within its walls. In the stirring events that preceded the Revolution it was put to frequent use. The spirited



Faneuil Hall and Quincy Market.

speeches and resolutions uttered and adopted within it were a most potent agency in exciting the patriotism of all the North American colonists. In every succeeding great crisis in our country's history, thousands of citizens have assembled beneath this roof to listen to the patriotic eloquence of their leaders and counsellors. The great Hall is peculiarly fitted for popular assemblies. It is seventy-six feet square and twenty-eight feet high, and possesses admirable acoustic properties. The floor is left entirely destitute of seats, by which means the capacity of the hall, if not the comfort of audiences, is greatly increased. Numerous large and valuable portraits adorn the walls : a copy of the full-length painting of Washington, by Stuart ; another of the donor of the building, Peter Faneuil, by Colonel Henry Sargent ; Healy's great picture of Webster replying to Hayne ; excellent portraits of Samuel Adams and the second President Adams ; of General Warren and Commodore Preble ; of

Edward Everett, Abraham Lincoln, and John A. Andrew ; and of several others prominent in the history of Massachusetts and the Union. The Hall is never let for money, but it is at the disposal of the people whenever a sufficient number of persons, complying with certain regulations, ask to have it opened. The city charter of Boston, which makes but very few restrictions upon the right of the city government to govern the city in all local affairs, contains a wise provision forbidding the sale or lease of this Hall.

The new Faneuil Hall Market, popularly known as Quincy Market, originated in a recommendation by Mayor Quincy in 1823. The corner-stone was laid in April, 1825, and the structure was completed in 1827. The building is five hundred and thirty-five feet long and fifty feet wide, and is two stories in height. This great market-house was built at a cost of \$150,000, upon made land; and so economically were its affairs managed that the improvement, including the opening of six new streets and the enlargement of a seventh, was accomplished without the levying of any tax, and without any increase of the city's debt.

The oldest church building in the city and one of the oldest of the historic burial-grounds are in the older part of the North End district. These are Christ Church, Episcopal, on Salem Street, and the old North Burying-Ground, near by, in what remains of Copp's Hill. Christ Church was established in 1723,

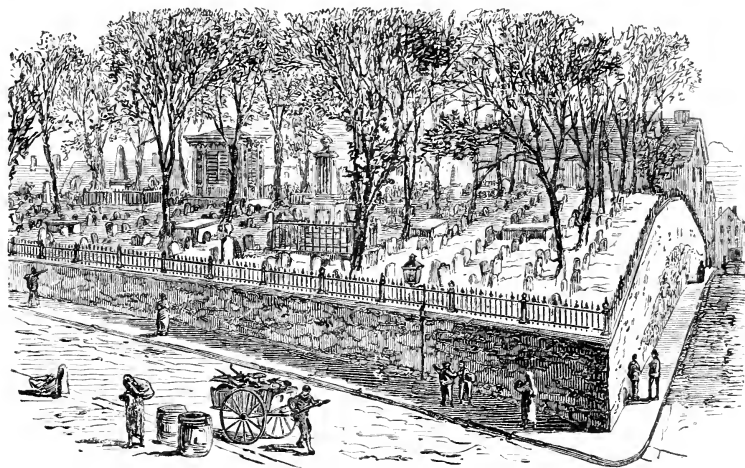
and the present is the first and only building ever occupied by the society. During the Revolution, the rector, the Rev. Mather Byles, Jr., left the town on account of his sympathy with the royal cause. The steeple of this church is a prominent landmark. It is, however, but a copy of the original steeple, from which the warning lights were hung on the night of April 18, 1775, which was blown down in the great gale of October, 1804. The tower contains a fine chime of eight bells, upon which have been rung joyful and mournful peals for more than a century and a quarter. The interior of the church is quaint and most interesting. Upon the walls



Christ Church, Salem Street.

are some historic paintings and mural ornaments ; and the church possesses plate, pulpit bible and service books presented by George II., and other valuables. It has a bust of Washington, the first ever made. It has also a rare old christening-bowl. One portion of the gallery was once set apart for slaves.

The old North Burying-Ground was the second established in the town. It has for many years been closed against interments, but has been faithfully cared for as a cherished old landmark. Its original limits, when first used for



Copp's Hill Burying-Ground.

interments in 1660, were much smaller than now. Like most of the remaining relics of the early times, this burial-ground bears traces of the Revolutionary contest. The British soldiers occupied it as a military station, and used to amuse themselves by firing bullets at the gravestones. The marks made in this sacrilegious sport may still be discovered by careful examination of the stones. One of these most defaced is that above the grave of Captain Daniel Malcolm, which bears an inscription speaking of him as :

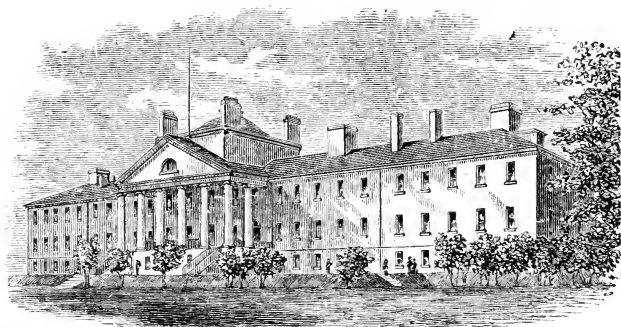
“A TRUE SON OF LIBERTY A FRIEND TO THE PUBLIC AN ENEMY TO OPPRESSION AND ONE OF THE FOREMOST IN OPPOSING THE REVENUE ACTS ON AMERICA.”

This refers to a bold act of Captain Malcolm, in landing a valuable cargo of wines, in 1768, without paying the duty upon it. The performance was in the night under the guard of bands of men armed with clubs. It would be called smuggling at the present day, but when committed it was deemed a laudable and patriotic act, because the tax was regarded as unjust, oppressive, and illegal. The most noted persons whose bodies repose within this enclosure were undoubtedly the three Reverend Doctors Mather,—Increase, Cotton, and Samuel; but there are many curious and interesting inscriptions to read, which would

well repay a visit. The burying-ground is even now a favorite place of resort in the warmer months, and the gates stand hospitably open to visitors. Strangers will find the superintendent courteous and willing to give information regarding the older gravestones and the most noteworthy graves. It is to the credit of the city, that, when it became necessary in the improvement of this section of the city to cut down Copp's Hill to some extent, the burying-ground was left untouched, and the embankment protected by a high stone-wall.

Quite at the other extreme of the North End district is the Massachusetts General Hospital, a structure of imposing appearance devoted to most beneficent uses. This institution had its origin in a bequest of \$5,000 made in 1799,

but it was not until 1811 that the Hospital was incorporated. The State endowed it with a fee-simple in the old Province House, which was subsequently leased for a term of ninety-nine years; and the



The Massachusetts General Hospital.

Massachusetts Hospital Life Insurance Company was required by its charter to pay one third of its net profits to the Hospital. Large sums of money were raised by private subscription both before the institution had begun operations and every year since. The handsome granite building west of Blossom Street was completed in 1821. In 1846 it was enlarged by the addition of two extensive wings, and in 1875 four new pavilion wards were completed. The stone of the original structure was hammered and fitted by the convicts at the State Prison. The system on which this noble institution is managed is admirable, in that it is so designed as to combine the principles of gratuitous treatment and the payment of their expenses by those who are able to do so. The Hospital turns away none who come within the scope of its operations, while it has room to receive them, however poor they may be. It has been greatly aided in this work by generous contributions and bequests. The fund permanently invested to furnish free beds amounts to over \$600,000; and the annual contributions for free beds support about 100 at \$100 each. To all who are able to pay for their board and for medical treatment the charges are in all cases moderate, never exceeding the actual expense. The general fund of the Hospital is about \$1,100,000, and the total of restricted funds attains the same amount. The annual income is a quarter of a million dollars, which is usually slightly in ex-

cess of the expenses. These figures are for the Hospital proper and for the McLean Asylum for the Insane at Somerville, which is a branch of the institution. A Training School for Nurses in connection with the Hospital and a Convalescent's Home in Belmont complete the equipment. From 3,000 to 3,500 patients are treated yearly, of whom more than three-fourths pay nothing. Besides these who are admitted to the Hospital, there are annually from 16,000 to 20,000 out-patients, who receive advice and medicine, or surgical or dental treatment. It will show more clearly how great good is done precisely where it is most needed, if we say that three-fourths of the male patients are classed as mechanics, laborers, teamsters, seamen, and servants; and more than half the female patients are seamstresses, operatives, and domestics.

In the section of the city which we have included in the North End district four of the eight railroads terminating in Boston have their stations—three of them within a stone's throw of each other, on Causeway Street. Our view represents the stations of the Eastern and Fitchburg Railroads, with a section of the newer Lowell station in the foreground. The Eastern station is an unpretentious building of brick, erected in 1863, after the destruction by fire of the former

station. The Eastern Railroad was leased in 1883 for 54 years to the Boston and Maine, and is now the Eastern Division of that Railroad. In connection with the Maine Central, its cars run through to Bangor, Me. there making close connection



Eastern and Fitchburg Railroad Stations.

with the St. John, New Brunswick, railroad system. In addition to the extensive through travel thus secured, this Eastern Division of the Boston and Maine Railroad performs an exceedingly large amount of local business for the cities and towns along the coast to Portsmouth, while its North Conway

division enjoys a large share of the White Mountain travel during the summer

and autumn seasons.

In 1847 the total number of passengers carried on this line was but 651,408. Over 6,000,000 have been carried in a single year, since 1870.

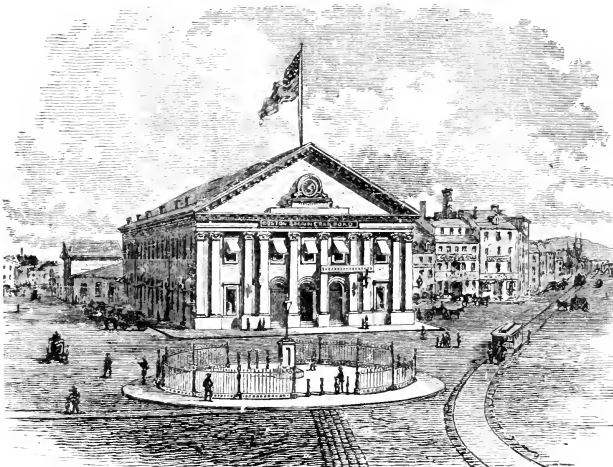
The station of the Fitchburg Railroad is represented at the extreme right hand of our sketch. It was built in 1847, the terminus of the road having previously been in Charlestown. In a great hall in the upper part of this structure, two grand concerts



Lowell Railroad Station.

were given by Jenny Lind in October, 1850, to audiences numbering on each

occasion more than four thousand people. The Fitchburg Railroad passes through several important suburban towns, and transacts an extensive local and through business. It is directly connected with the Hoosac Tunnel and the great trunk lines west, main-



Haymarket Square.

taining the through line from Boston to North Adams, under leases of the roads beyond Fitchburg. It has excellent terminal facilities at tide-water.

The Lowell Railroad possesses one of the finest passenger-stations in the country, as well as one of the largest. It is seven hundred feet long, and has a front of two hundred and five feet on Causeway Street ; the material is face brick with trimmings of Nova Scotia freestone. The arch of the train-house has a clear span of one hundred and twenty feet without any central support. The head-house contains the offices of the company and very large and convenient waiting and other rooms for the accommodation of passengers. The Boston and Lowell is leased by the Boston and Maine. It is practically united with the great New Hampshire lines ; and over its tracks the cars of the Central Vermont and the Boston, Concord, and Montreal enter the city.

The Boston and Maine Railroad, alone of all lines entering the city on the north side, enjoys the privilege of penetrating within the outer street. Its station is in Haymarket Square, and the open space in front of it gives prominence to the structure. The Maine road conducts a large local business, while operating under leases the Eastern and Lowell systems. It is a favorite line to Portland and beyond, as it passes along the Maine coast near the sea-side hotels of Saco.

Two leading hotels of Boston, the American and the Revere House, are in this part of the city. The American House, on Hanover Street, is one of the largest hotels in New England. Its external appearance was greatly improved by the widening of Hanover Street. It covers the sites of four former hotels, — Earle's, the Merchants', the Hanover, and the old American Houses. Upon a portion of the ground it now occupies, the dwelling of General War-



ren formerly stood. It was rebuilt in 1851, and numerous additions have been made since. The interior has also been completely remodelled within a few years. A large passenger elevator was added to the house when elevators were first introduced. The grand dining-room is capable of seating at one time more than three hundred people ; at either end mammoth mirrors reach from the floor to the ceiling. The American has been under one management for forty years. It is conducted on the American plan.

The Revere House is not strictly within the limits of the district we have drawn, but it is separated from that district only by the width of a single street.



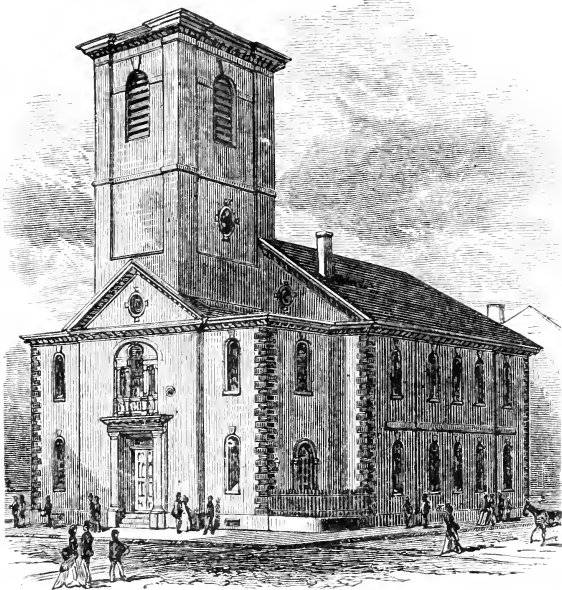
Revere House.

It is a building of fine appearance. It was erected by the Massachusetts Charitable Mechanic Association, and was for a long time under the management of the veteran, Paran Stevens. It was, of course, named in memory of Paul Revere, the patriotic mechanic of Boston before and during the Revolution, and the first president of the Charitable Mechanic Association. Colonel Revere was a companion and fellow-worker with

Samuel Adams, James Otis, Joseph Warren, and others of the leaders of opinion in the days of the Stamp and Tea Acts. The versatile colonel appears in the first Directory of Boston, for 1789, as a goldsmith doing business at No. 50 Cornhill, — now Washington Street. The hotel which bears his name has entertained more distinguished men than any other in Boston. The Prince of Wales occupied apartments in the Revere on his visit to the city in 1860 ; General Grant was several times a guest of the house ; and in the winter of 1871 it was the headquarters of the Grand Duke Alexis of Russia. The Revere is situated in Bowdoin Square. In 1885 the interior was rearranged and the café enlarged and decorated. The house is conducted on the European plan.

In Brattle Street is another long established and comfortable hotel, — the Quincy House. This also was in 1885 extensively enlarged and modernized.

Near the Quincy, facing Brattle Square for many years, the famous Brattle Square Church stood. This was long known as the Manifesto Church, the original members having put forth in 1699, just before their church was dedicated, a document declaring their aims and purposes. While themselves adopting the belief which was then universal among the Congregational churches of the time, they conceded the right of difference of belief among the members. They also abolished the distinction between church and congregation. Expecting a difficulty in getting ordained in Boston, their first minister was ordained in London. The modest church edifice built in 1699 was taken down in 1772, and the second building erected on the same spot,



Brattle Square Church (demolished in 1872.)

was dedicated on the 25th of July, 1773. During the Revolution the pastor, who was a patriot, was obliged to leave Boston, services were suspended, and the British soldiery used the building as a barrack. A cannon-ball from a battery in Cambridge or from a ship of war in Charles River struck the church; and this memento of the glorious contest was afterwards built into the external wall of the building, above the porch. Among the long line of eminent clergymen who have been pastors of this church, may be mentioned the late Edward Everett, and John G. Palfrey. The old church was sold in 1871, and the last service was held in it July 30 of that year, a memorial sermon being preached on that occasion by the pastor, Rev. Dr. S. K. Lothrop. The ancient pulpit, the old bell, the organ, the historic cannon-ball, and some other mementoes, were reserved at the sale. The society built a new church in the Back Bay district which is noticed elsewhere.

Two of the most noticeable, though not the most extensive, of the street improvements of recent years, have taken place within the district we have de-

fined as the North End. The first was the removal of an uninteresting old structure, a landmark and meeting-place in the Boston of a dozen years ago, known as Scollay's Building, and the creation thereby of what is now called Scollay Square. This square is the most irregular of triangles. Court Street empties into it in the most curious way possible, and for a time the left side of the street is lost. It is Tremont Row where it ought to be Court Street. Then the right side is similarly lost, Court Street and Sudbury Street being separated by as invisible a line as is the equator. But finally both parts of the street resume their course after a space where there is no Court Street, until the wonderful avenue loses itself at last in Bowdoin Square. Scollay Square is now a sort of street-railroad centre. Within it is the bronze statue of Governor Winthrop, a duplicate of that standing in the Capitol at Washington. It represents Winthrop as he landed in the New World. The right hand holds the colony charter, and the left the volume of the Scriptures. The statue is by Richard S. Greenough. It was put in place in September, 1880.

The other improvement is the extension of Washington Street to Haymarket Square and the Boston and Maine Railroad Station. The new street was opened in 1874, having cost over \$1,500,000, and makes a marked improvement in that section of the city. Near its union with the older part of Washington Street it broadens into an irregular triangle, extending towards Faneuil Hall, and bordered on two sides by imposing business blocks of light-colored stone. This triangle is now called Adams Square. In about the centre of it is the Samuel Adams statue from which the open space takes its name. This is by Miss Anne Whitney, and was put in place in June, 1880. It represents the patriot as he is supposed to have appeared after demanding from Hutchinson and his council the removal of the British troops from Boston, after the "Boston Massacre," and awaiting the reply to his demand.

Washington Street now makes a straight line from State Street to the Boston and Maine Station, whence it is prolonged by Charlestown Street to the Charlestown Bridge. Near the meeting-point of Washington and Charlestown Streets is the Roman Catholic Church of St. Mary (on Endicott Street), one of the largest religious edifices in Boston, with a beautiful altar of many-colored marbles.

III. THE WEST END.



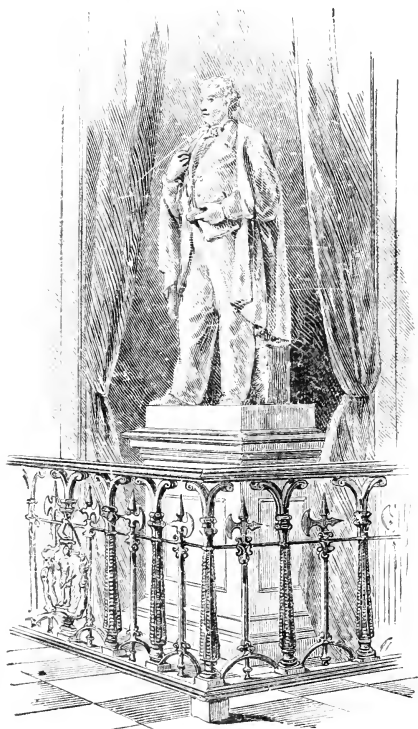
HE West End, like the North End, is difficult to define. We have already included in the latter division a part of what is usually termed the West End, and we must now, for convenience' sake, embrace within the limits of the West End a part of the South End. Our division includes all that part of the city south and west of Cambridge, Court, and Tremont Streets, to the line of the Boston and Albany Railroad, following the line of that railroad to Brookline. These boundaries take in the whole of Beacon Hill, the Common and Public Garden, and most of the Back Bay new land, which is sometimes called the "New West End."

It has already been said that Beacon Hill, the highest in Boston, has been shorn of its original proportions. The three peaks of the original "Trea Mount" were where Pemberton Square and Lonisburg Square now are, and the site of the old Reservoir. The hill was cut down in the early years of the present century, and Mount Vernon Street was laid out at that time ; but it was not until 1835 that the hill where Pemberton Square now is was removed, and that Square laid out. Beacon Hill obtained its name from the fact that, for almost a century and a half from the settlement of the town, a tall pole stood upon its summit, surmounted by a skillet filled with tar, to be fired in case it was desired to give an alarm to the surrounding towns. After the Revolution a monument took its place, which stood until 1811, and was then taken down to make room for improvements.

The highest point of the hill in its present shape is occupied by the Massachusetts State House, an illustration of which is given on page 30. So prominent is its position that it is impossible to make a comprehensive sketch of the city that does not exhibit its glistening dome as the central point of the background. The land on which the State House stands was formerly Governor Hancock's cow-pasture, and was bought of his heirs by the town and given to the State. The corner-stone was laid by the Freemasons, Paul Revere grand master, in 1795, Governor Samuel Adams being present and making an address on the occasion. It was first occupied by the Legislature in January, 1798. In 1853-56 it was enlarged at the rear by an extension northerly to Mount Vernon Street, an improvement which cost considerably more than the entire first cost of the building. In 1866 and 1867 it was very extensively remodelled inside, and in 1874 was again repaired, and the dome was gilded. The extensive additions which are about to be made to the State House will occupy the site of the Reservoir on the northern slope of Beacon Hill.

There are a great many points of interest about the State House. The

statues of Webster and Mann, on either side of the approach to the building, will attract notice, if not always admiration. Within the Doric Hall, or rotunda, is the fine statue of Washington, by Chantrey; here are arranged in an attractive manner, behind glass protectors, the battle-flags borne by Massachusetts soldiers in the war against Rebellion; here are copies of the tombstones of the Washington family in Brington Parish, England, presented to Senator Sumner by an English nobleman, and by the former to the State; here is the admirable statue of Governor Andrew; here are the busts of the patriot hero Samuel Adams, of the martyred President Lincoln, of Senator Sumner, and of Vice-President Wilson; near by are the tablets taken from the monument just mentioned which was erected on Beacon Hill after the Revolution to commemorate that contest. Ascending into the Hall of Representatives, we find suspended from the ceiling the ancient codfish, emblem of the direction taken by Massachusetts industry in the early times. In the Senate Chamber there are also relics of the olden time, and portraits of distinguished men.



The Andrew Statue.

From the cupola, which is always open when the General Court is not in session, is to be obtained one of the finest views of Boston and the neighboring country. A register of the visitors to the cupola is kept in a book prepared for the purpose. During the season, which lasts from the 1st of June until Christmas, nearly fifty thousand persons ascend the long flights of stairs to obtain this view of Boston and its suburbs, an average of three hundred a day.

The statue of Governor Andrew in Doric Hall is one of the most excellent of our portrait statues. It represents the great war governor as he appeared before care had ploughed its lines in his face. This statue was first unveiled to public view when it was presented to the State on the 14th of February, 1871. It was paid for out of the surplus remaining of the fund raised in 1865 for the erection of a statue to the late Edward Everett. The portrait of Everett now in Faneuil Hall was also pro-

cured and paid for, and a considerable sum was voted in aid of the equestrian statue of Washington, which stands in the Public Garden, from the surplus of this fund. The sculptor was Thomas Ball, a native of Charlestown, but long resident in Florence, Italy. In 1883 he had a studio in Boston. The marble is of beautiful texture and whiteness, and the statue is approved both for its admirable likeness of the eminent original and for its artistic merits.

There is nothing in Boston of which Bostonians are more truly proud than of the Common. Other cities have larger and more pretentious public grounds; none of them can boast a park of greater natural beauty, or better suited to the purposes to which it is put. Everything is of the plainest and homeliest character, the velvety greensward and the over-arching foliage being the sufficient ornaments of the place. There is, however, the Frog Pond, with its fountain, where the boys may sail their miniature ships at their own sweet will; and there was until 1882 the deer park, a delightful and popular resort for the youngest of the visitors to this noble public space. Here, also, on one of the little hills near the Frog Pond, is the elaborate soldiers' and sailors' monument. All the malls and paths are shaded by fine old trees, which formerly had their names conspicuously labelled upon them, giving an admirable opportunity for the study of what we may call grand botany.

The history of the Common is most interesting. After the territory of Bos-

ton was purchased from Mr. Blaxton by the corporation of colonists who settled it, the land was divided among the several inhabitants by the officers of the town. A part of it was set off as a training-field and as common ground, subject originally to further division in case such a course should be thought advisable. In 1640 a vote was passed by the town, in consequence of a movement on the part of certain citizens that was discovered and



The Frog Pond.

thwarted none too soon, that, with the exception of "3 or 4 lots to make up y^o

streete from bro Robte Walkers to y^e Round Marsh," no more land should be granted out of the Common. It is solely by the power of this vote and the jealousy of the citizens sustaining it that the Common was kept sacred to the uses of the people as a whole from 1640 until the adoption of the city charter, when, by the desire of the citizens, and by the consent of the Legislature, the right to alienate any portion of the Common was expressly withheld from the city government.

The earliest use to which the Common was put was that of a pasture and a training-field on muster days. The occupation of the Common as a grazing-field continued until the year 1830, but it was by no means wholly given up to that use. As early as 1675 an English traveller, Mr. John Josselyn, published in London an "Account of Two Voyages," in which occurs the following notice of Boston Common: "On the south there is a small but pleasant Common, where the Gallants a little before sunset walk with their *Marmalet*-Madams, as we do in Moorfields, etc., till the nine a clock Bell rings them home to their respective habitations, when presently the Constables walk their rounds to see good orders kept, and to take up loose people." Previous and long subsequent to this the Common was also the usual place for executions. Four persons at least were hanged for witchcraft between 1656 and 1660. Murderers, pirates, deserters, and others were put to death under the forms of law upon the Common, until, in 1812, a memorial, signed by a great number of citizens, induced the selectmen to order that no part of the Common should be granted for such a purpose. Those who have studied the history of Boston most closely are of opinion that on more than one occasion a branch of the great Elm, which stood until 1876, was used as the gallows. And near that famous tree was the scene of a lamentable duel, in 1728, resulting in the death of one of the principals, B. Woodbridge. The level ground east of Charles Street has been used from the very earliest times as a parade-ground. Here take place the annual parade and drum-head election of the Ancient and Honorable Artillery Company, the oldest military organization in the country, and here the Governor delivers to the newly elected officers their commissions for the year.

The original boundary of the Common was quite different from the present. On the west it was bounded by the low lands and flats of the Back Bay; on the north by Beacon Street to Tremont Street; thence by an irregular line to West Street; and thence to the corner of Boylston and Carver Streets, and upon that line to the water. Upon that part bounded by Park, Beacon, and Tremont Streets were once situated the granary, the almshouse, the workhouse, and the bridewell. In 1733 a way was established across the Common where Park Street (which was formerly called Centry Street) now is. Since the establishment of that street, the land occupied by the institutions above named has been sold for private purposes. Compensation has been made to some extent by the addition of the land in the angle between Tremont and Boylston Streets. The land for the burying-ground was bought by the town in 1756, and that part where the deer park was situated in 1787. On the west a con-

siderable piece was cut off when Charles Street was laid out, in 1803, but here also there was rather a gain than a loss, since the piece so amputated was enlarged by filling flats, and added to the public grounds. The area of the Common is now forty-eight and a quarter acres.

The site of the Old Elm is now partly occupied by two young descendant trees. The Old Elm was certainly the oldest known tree in New England. On the great branch broken off by the gale of 1860 could be easily counted nearly two hundred rings, carrying the age of that branch back to 1670. It is surmised that the supposed witch, Ann Hibbens, was hanged upon it in 1656, and if so, it could have hardly been less than twenty-six years old, which would make the Old Elm as old as the town of Boston. A gale in 1832

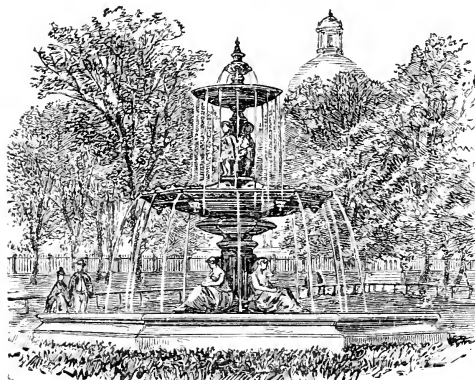


The Old Elm, Boston Common.

caused the tree much injury, and the limbs were restored to their former places after which they were secured by iron bands and bars. The great gale of June, 1860, tore off the largest limb and otherwise mutilated it, and again it was restored as far as was possible, and the cavity filled up and covered. In September, 1869, a high wind that blew down the spires of many churches in Boston and vicinity made havoc with the remaining limbs ; and in 1876 what was left of the venerable tree was blown down.

The Frog Pond was, probably, in the early days of Boston, just what its name indicates, — a low, marshy spot, filled with stagnant water, and the abode of the tuneful batrachian. The enterprise of the early inhabitants is credited with having transformed it into a real artificial pond. This pond was the scene of the formal introduction of the water of Cochituate Lake into Boston, on the 25th of October, 1848. The water was let on through the gate of the fountain, amid the shouts of the people, the roar of cannon, the hiss of rockets, and the ringing of bells.

The burying-ground on Boylston Street, formerly known as the South, and later as the Central Burying-ground, is the least interesting of the old cemeteries of Boston. It was opened in 1756, but the oldest stone, with the exception of one which was removed from some other ground, or which perpetuates a manifest error, is dated 1761. The best-known name upon any stone in the graveyard is that of Monsieur Julien, the inventor of the famous soup that bears his name, and the most noted restaurateur of Boston in the last century. His public-house was for many years on the corner of Milk and Congress Streets. He died in 1805, but his famous soup still flourishes. It is probable



The Brewer Fountain.

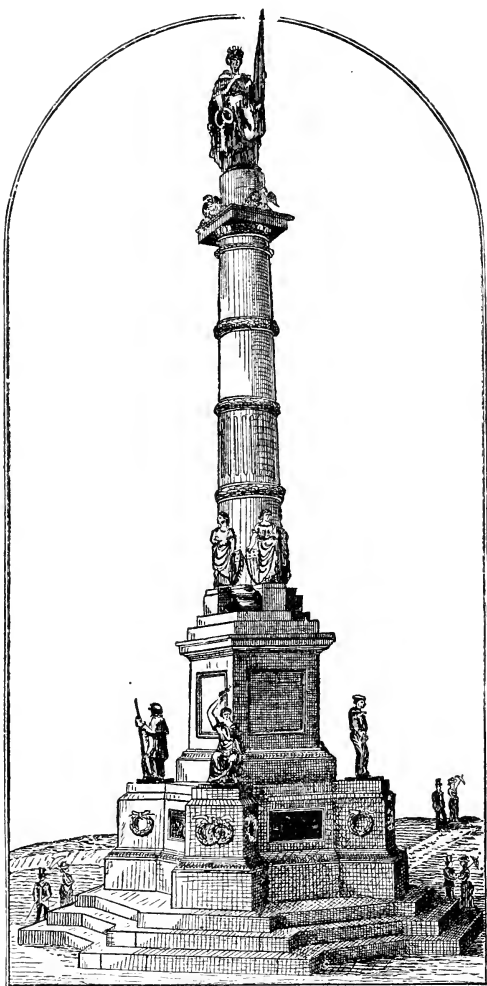
that this graveyard was early used for the interments of Roman Catholics, and strangers dying in the town, whose homes were in distant lands as well as in other parts of the new country. It is a tradition that several of the British soldiers who died from their wounds received at Bunker Hill or from disease, in the barracks, during the siege, were buried here. But there is nothing to indicate this, and the statement is questioned. Drake, however,

says that they were buried in a common trench, and that years afterward many of the remains were exhumed when changes in the northwest corner of the yard were made. This burying-ground formerly extended to Boylston Street, and it was contracted to its present dimensions when the Boylston Street mall was laid out in 1839. The portion of the Common occupied by it and the now abandoned deer-park to the east of it, was not a part of the Common as originally bounded, but was purchased for it in after years.

One of the most conspicuous objects on the Common, standing in the lawn near the Park Street wall, is the Brewer fountain, the gift to the city of the late Gardner Brewer, Esq., which began to play for the first time on June 3, 1868. It is a copy, in bronze, of a fountain designed by the French artist Liénard, executed for the Paris World's Fair of 1855, where it was awarded a gold medal. The great figures at the base represent Neptune and Amphitrite, Acis and Galatea. The fountain was cast in Paris, and was procured, brought to this country, and set up at the sole expense of the public-spirited donor. Copies in iron have been made for the cities of Lyons and Bordeaux; and an exact copy, in bronze, of the fountain on the Common was made for Said Pacha, the late Viceroy of Egypt.

A monument commemorative of the Boston Massacre was erected on the green facing Tremont Street in 1888.

The Soldiers' and Sailors' Monument, on the hill near the Frog Pond, was designed by Martin Milmore, and dedicated on September 17th, 1877, when the entire militia force of the State paraded in Boston, and was reviewed by the President of the United States. The platform is thirty-eight feet square, and rests on a mass of subterranean masonry sixteen feet deep. Four projecting pedestals sustain four bronze statues, each eight feet high, representing Peace, a female figure bearing an olive-branch and looking to the South; the Sailor, a picturesque mariner carrying a drawn cutlass, and looking seaward; History, a graceful female figure, in Greek costume, holding a tablet and stylus, and looking upward; and the Soldier, perhaps the best statue on the monument, representing a Federal infantryman standing at ease, and bearing the face of a citizen-soldier rather than that of a professional warrior. Between these pedestals



Army and Navy Monument,
Boston Common.

are four large bronze reliefs. In the front is "The Departure for the War," with a regiment marching by the State-House steps, the mounted officers, from left to right, being Colonels Lowell and Shaw, both of whom were killed, Colonel Cass, General B. F. Butler, and Quartermaster-Gen. Reed. On the steps are the Revs. Turner Sargent, A. H. Vinton, Phillips Brooks and Arch-

bishop Williams; Governor Andrew, shorter than the others; Wendell Phillips, Mr. Whitmore, the poet Longfellow, and others. The second bas-relief shows the work of the Sanitary Commission, the left-hand group being on duty in the field, with the Rev. E. E. Hale at its head; and in the other group the seven gentlemen are E. R. Mudge, A. H. Rice, James Russell Lowell, Rev. Dr. Gamett, George Ticknor, W. W. Clapp, and Marshall P. Wilder (from left



State House.

to right). "The Return from the War" is the most elaborate of the reliefs, and contains forty figures. The veterans are marching by the State House, and are surrendering their flags to Governor Andrew, while joyful wives and children break the ranks of the regiment. The mounted officers are Generals Bartlett, Underwood, Banks, and Devens (from left to right); the civilians are Dr. Reynolds, Governor Andrew, Senator Wilson, Governor Claflin, Mayor Shurtleff, Judge Putnam, Charles Sumner, C. W. Slack, James Redpath, and J. B. Smith. The fourth relief represents the departure of the sailors from home (on the left) and an engagement between a Federal man-of-war and monitor and a massive Confederate fortress.

The main shaft of the monument, a Roman-Doric column of white granite, rises from the pedestal between the statues; and at its base are four allegori-

cal figures, in high relief and eight feet high, representing the North, South, East, and West. On top of the capital are four marble eagles. The most prominent feature of the monument is the statue of America, eleven feet high, symbolized by a female figure, clad in classic costume, and crowned with thirteen stars. In one hand she holds the American flag, in the other a drawn sword and wreaths of laurel; and she faces the south.

The bronzes were cast at Chicopee, Mass., and at Philadelphia; and the stone is white granite from Hallowell. The monument bears the following inscription, written by the President of Harvard College : —

TO THE MEN OF BOSTON
WHO DIED FOR THEIR COUNTRY
ON LAND AND SEA IN THE WAR
WHICH KEPT THE UNION WHOLE
DESTROYED SLAVERY
AND MAINTAINED THE CONSTITUTION
THE GRATEFUL CITY
HAS BUILT THIS MONUMENT
THAT THEIR EXAMPLE MAY SPEAK
TO COMING GENERATIONS.

There are very few spots on the Common with which some Bostonian has not a pleasant association. Almost every citizen and visitor has rejoiced in the grate-

ful shade of the Tremont Street Mall, or the arching elms of the Beacon Street Mall, on a hot summer's day. But the associations are by no means confined to the mere experience of comfort beneath the shadow of these wide-spreading trees. The inimitable Dr. Holmes has laid the scene of one of the pleasantest courtships in literature at the head of one of the malls branching from the one which our



Beacon Street Mall.

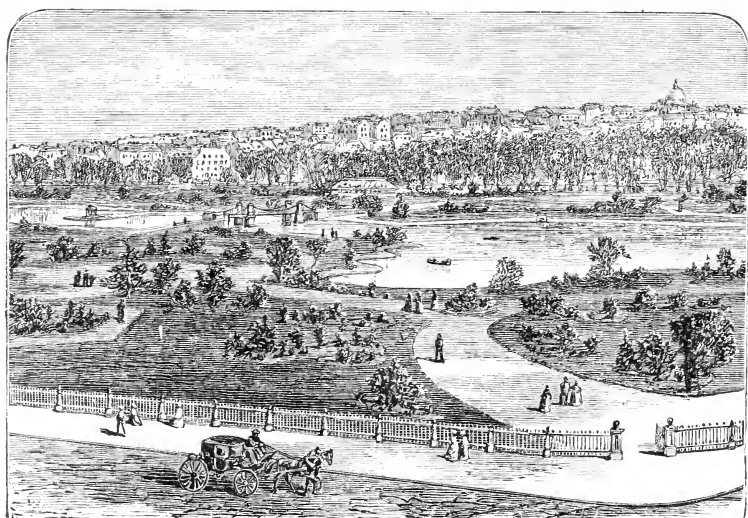
view represents. The "Autocrat of the Breakfast-Table" had engaged passage for Liverpool, that he might escape forever from the sight of the fascinating schoolmistress if she turned a deaf ear to his petition. Having thus provided a way of escape, he planned to take a walk with her.

"It was on the Common that we were walking. The *mall*, or boulevard of our Common, you know, has various branches leading from it in different directions. One of these runs down from opposite Joy Street, southward across the length of the whole Common to Boylston Street. We called it the long path, and were fond of it.

"I felt very weak indeed (though of a thoroughly robust habit), as we came opposite the head of this path on that morning. I think I tried to speak twice without making myself distinctly audible. At last I got out the question, 'Will you take the long path with me?' 'Certainly,' said the schoolmistress, 'with much pleasure.' 'Think,' I said, 'before you answer; if you take the long path with me now, I shall interpret it that we are to part no more!' The schoolmistress stepped back with a sudden movement, as if an arrow had struck her.

"One of the long granite blocks used as seats was hard by, the one you may still see close by the Ginko-tree. 'Pray, sit down,' I said. 'No, no,' she answered, softly, 'I will walk the *long path* with you.'"

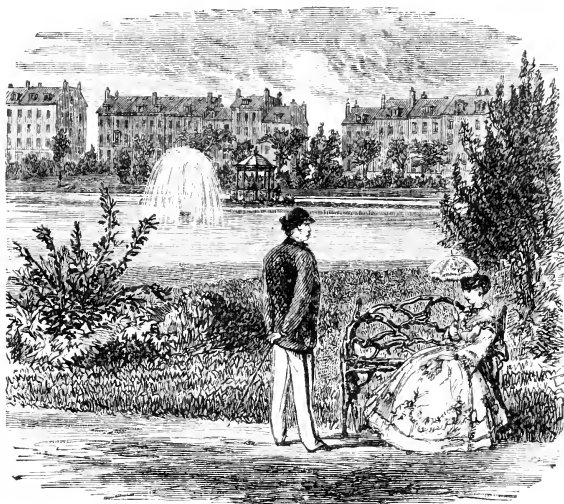
The history of the Public Garden is shorter and less interesting than that of the Common. Before the improvement of this part of the city was begun, a



The Public Garden, from Arlington Street.

large part of what is now the Public Garden was covered by the tides, and the rest was known as "the marsh at the foot of the Common." In 1794, the old ropewalks having been burned, the town voted to grant these flats for the erection of new ones. It was not until many years later that the folly

of this act was seen, — indeed, not until after the construction of the Mill-dam, now the extension of Beacon Street, to Brookline. When the tide had ceased to flow freely over the flats, and the marsh so rashly granted had become dry land, the holders of this property, having once more lost their ropewalks by fire, in 1819, began to realize its value, and proposed to sell it for business and dwelling purposes. Charles Street had been laid out in 1803, and this increased the value of building-lots on the tract, if it could be sold. The proposed action was,



The Pond, Public Garden.



The Bridge, Public Garden

however, resisted. and finally, in 1824. the city paid upwards of \$50,000 to regain what the town had, in a fit of generosity, given away. But for a long time after this very little was done to ornament and improve the Public Garden. There was, until 1859, when an act of the Legislature and a vote of the city settled the question finally, a small but earnest party in favor of disposing

of the entire tract for building purposes. In the last twenty years much has been done to make the Public Garden very attractive ; and in recent years especial care has been bestowed upon the arrangement and cultivation of its flower-beds. One of the latest additions to the features of the Garden is its illumination nightly by the electric light.

The area of the park is about twenty-four and a quarter acres. The Boylston Street side is longer than the Beacon Street, and the Charles Street longer than the Arlington Street side. The pond in the centre is laboriously irregular in shape, and is wholly artificial. It contains rather less than four acres, and was constructed in 1859, almost immediately after the act of the Legislature relating to the Public Garden had been accepted. The central walk, from Charles to Arlington Streets, crosses this pond by an iron bridge resting on granite piers, erected in 1867. The appearance of unnecessary solidity and strength which this bridge presents gave point to numerous jokes in the newspapers of the day, by one of which it was called the "Bridge of Size." The bridge is certainly strong enough to support an army on the march, and it looks much more substantial than it really is ; but there is very little opportunity for unfavorable criticism of the structure.

The title of "Monumental City," so long borne by Baltimore, now belongs more surely to Boston, where public memorials of various forms appear on every side, from the costly erections on Bunker Hill and the Soldiers' Monument, to the statues which are placed upon the squares and public grounds in various sections. So important has this feature become, and so large are the possibilities of its future development, that the Boston Memorial Association has been formed among the best men of the city, wisely and skillfully to direct

and supervise the decoration of the streets, and to protect the interests of the highest art and the best æsthetic culture in this manner.

There are several interesting works of art in the Public Garden. The one first placed there was a small but very beautiful statue of Venus Rising from the Sea, which stands near the Arlington Street entrance, opposite Commonwealth Avenue. The fountain connected with this statue is so arranged as to throw, when it is playing, a fine spray all about the figure of Venus, producing a remarkably beautiful effect. Further towards Beacon Street stands the monument to "Commemorate the discovery that the inhaling of Ether causes Insensibility to Pain," presented by Thomas Lee, Esq., and dedicated in June, 1868. In the centre of the Beacon Street side stands the statue in bronze of the late Edward Everett. The funds for this

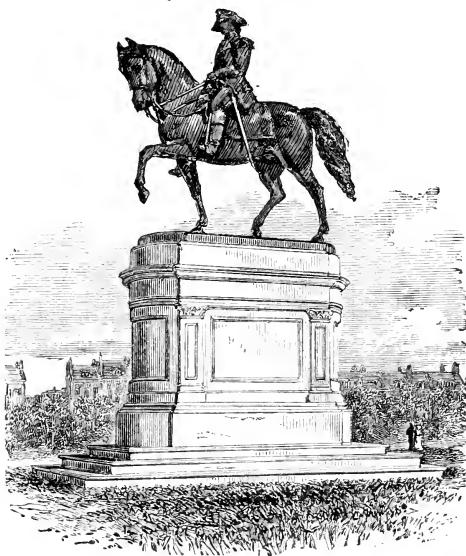


The Everett Statue.

statue were raised by a public subscription, in 1865. The remarkable success of this subscription has already been referred to. This statue was modelled in Rome by Story, in 1866, cast in Munich, and presented to the city in November, 1867. The orator stands with his head thrown back, and with his right arm extended in the act of making a favorite gesture.

But the most conspicuous of all the works of art in the Public Garden is Ball's great equestrian statue of Washington, which stands in the midst of the central path near the Arlington Street main entrance. It is justly regarded by many as one of the finest, as it is one of the largest, pieces of the kind in America. The movement which resulted in the erection of this monument was begun in the spring of 1859. The earliest contribution to the fund was the proceeds of an oration delivered by the Hon. Robert C. Winthrop in the Music Hall less than a month after the committee was organized. A great fair held in the same place in November of the same year, and an appropriation of ten thousand dollars from the city, supplied the greater part of the

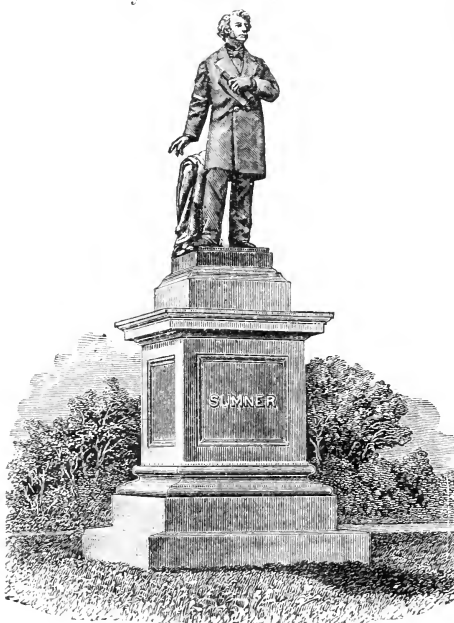
needful funds, supplemented in 1868 by a contribution of five thousand dollars of the surplus remaining after the erection of the statue of Everett just mentioned. The statue was unveiled on the 3d of July, 1869. It is a matter of no little local pride that all the artists and artisans employed in its production were furnished by Massachusetts. The statue represents Washington at a different period of his life from that usually selected by artists, and is all the more effective and original on that account. The outline is graceful, and perfectly natural from every point of view, and the work reveals new beauties the more



The Washington Statue.

it is examined. It was cast in fourteen pieces, but the joints are invisible. The extreme height of the pedestal and statue is thirty-eight feet, the statue itself being twenty-two feet high. The foundation, which rests upon piles, is of solid masonry eleven feet deep. The lamented Governor Andrew was one of the original committee which undertook the direction of this work, but he died before its completion.

On the Boylston Street side of the Public Garden is the bronze statue of



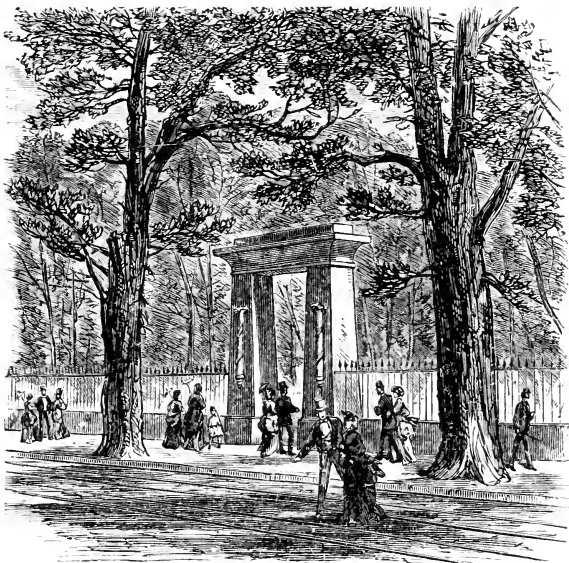
The Sumner Statue.

Charles Sumner, by Thomas Ball, erected in 1878, at a cost of 15,000. It represents Sumner as standing, with a roll of manuscript in the left hand, while the right hand is extended downward in gesture. On the same side of the Public Garden, but nearer Arlington Street, is the recently erected granite statue of Colonel Cass.

It has been remarked that the irregular piece of territory bounded by Beacon, Tremont, and Park Streets was originally a part of the Common. Within this territory, and close by one of the busiest spots in Boston, is the Old Granary Burying-ground, one of those ancient landmarks which the good sense and good taste of its citizens have thus far preserved. In 1660 it became necessary to appropriate new

space to resting-places for the dead, and the thrifty habits of our forefathers would not suffer them to buy land for the purpose when they were already in possession of a great tract lying in common. Accordingly, in the year before-mentioned, this graveyard was established. Two years afterwards, other portions of the territory now lost to the Common were appropriated for sites for the bridewell, house of correction, almshouse, and public granary. The last-named building, which stood at first near the head of Park Street, and afterwards on the present site of the Park Street meeting-house, gave to the burying-ground the name by which it is so commonly designated. This is, without exception, the most interesting of the old Boston graveyards. Within this little enclosure lie the remains of some of the most eminent men in the history of Massachusetts and the country. The list includes no less than nine Governors of the Colony and State; three of the signers of the Declaration of Independence; Paul Revere, the patriotic mechanic; Peter Faneuil, the donor of the market-house and hall that bear his name; Judge Samuel Sewall; six famous doctors of divinity; the first mayor of Boston; and a great many others of whom every student of American history has read. Upon the front of one of the tombs, on the side next to Park Street Church, was once a small marble slab with the in-

scription, "No. 16. TOMB OF HANCOCK ;" but nothing now marks the resting-place of the famous first signer of the Declaration of Independence, and the first Governor of Massachusetts under the Constitution. In another part of the yard is the grave of the great Revolutionary patriot and Governor of the Commonwealth, Samuel Adams. Near the Tremont House corner of the burying-ground are the graves of the victims of the Boston Massacre of 1770. The most conspicuous monument is that erected in 1827 over the grave where repose the parents of Benjamin



Entrance to the Granary Burying-ground.

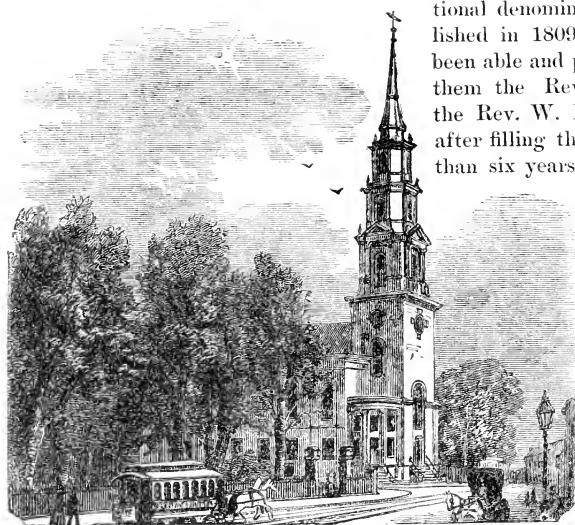
Franklin; it contains the epitaph composed by the great man, who, "in filial regard to their memory, placed this stone." Even the briefest reference to the notable persons who lie buried here would extend this sketch unduly. The stranger will find the list with sufficient fullness displayed upon the bronze tablets fixed, by order of the city authorities, upon the gates of the main entrance to the yard. For many years a row of stately elms stood along the sidewalk in front of the Old Granary Burying-ground. They were imported from England, and after having been for a time in a nursery at Milton, were set out here by Captain Adino Paddock, from whom the mall took its name, in or about 1762. Paddock was a loyalist, and a leader of the party in Boston. He left town with the British troops in 1776, removed to Halifax, and thence went to England; but upon receiving a government appointment in the Island of Jersey he removed thither, and lived there until his death, in 1804. He was a carriage-builder, and his shop stood opposite the row of trees which he planted and cared for. The elms were carefully protected during the occupation of the town by the British. Until 1873 their right to cast a grateful shade upon the throng of pedestrians constantly passing and repassing on Tremont Street was respected. But in spite of very strong remonstrances they were in that year cut down.

The Park Street church which stands between the Granary Burying-ground

and the Common is one of the leading churches of the Trinitarian Congregational denomination. It was established in 1809. Its pastors have been able and popular men; among them the Rev. A. L. Stone, and the Rev. W. H. H. Murray, who, after filling the pastorate for more than six years, preached for some

time to an independent church which he formed in Music Hall. The present pastor of the Park Street Church is the Rev. Dr. David Gregg, formerly of New York.

On Park Street, which until recent years was prominent among the favorite streets in



Park Street Church.

the city for dwelling-houses, are the rooms of the New England Woman's Club

at No. 5; the Boston headquarters of the publishing house of Houghton, Mifflin & Company, at No. 4, with the editor's room of the *Atlantic Monthly*; the Union Club, No. 3; and next the corner of Beacon Street the stately house long the residence of the late George Ticknor. Our engraving gives a view of Park Street with the Ticknor mansion and the Union clubhouse in the foreground. The former was erected

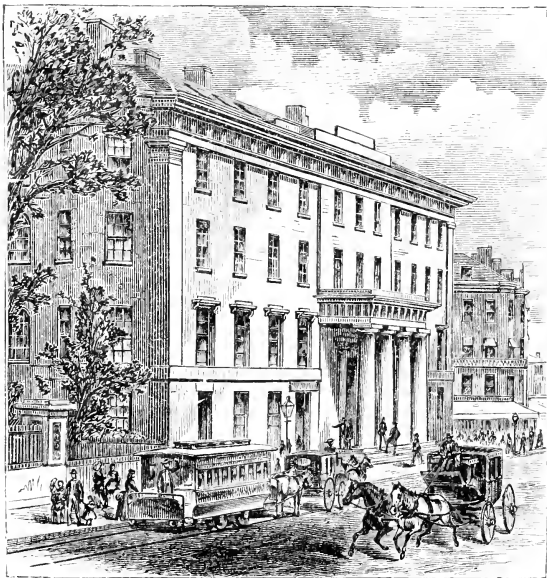


View of Park Street.

many years ago, and was used as a residence till 1885, when it was altered over for business purposes. The original owner erected this and the two adjoining dwelling-houses on Beacon Street as a single residence, but the plan was afterwards changed, and what was originally intended for one dwelling-house became three, all of ample size. Mr. Ticknor bought his estate of the late Harrison Gray Otis, and began to reside there about the year 1830 ; and it was his Boston home until his death in 1870.

The Union Club was founded in the year 1863, for "the encouragement and dissemination of patriotic sentiment and opinion," and the condition of membership was "unqualified loyalty to the Constitution of the Union of the United States, and unwavering support of the Federal Government in efforts for the suppression of the Rebellion." Its organization is continued to promote social intercourse. The present club-house was formerly the residence of the late Abbott Lawrence. The membership, which is limited to six hundred, includes many of the best and wealthiest citizens of Boston. It has at present, however, no political character, and the condition of membership quoted above has been removed.

Directly north of the Granary Burying-Ground is the Tremont House, a hotel that has for a long time enjoyed a deserved reputation for the excellence of its accommodations and its *cuisine*. It occupies the corner of Tremont and Beacon Streets, with its main entrance on Tremont. Its front of granite is plain and devoid of ornamentation. It was built in 1828-29 by a stock company organized for the purpose ; but in 1859 it was purchased for the Sears estate. It was again sold in 1888.



Tremont House.

It has been several times enlarged, and was thoroughly renovated and modernized during the autumn of 1885. This house received President Johnson as a guest when he visited Boston on the occasion of the dedication of the Masonic

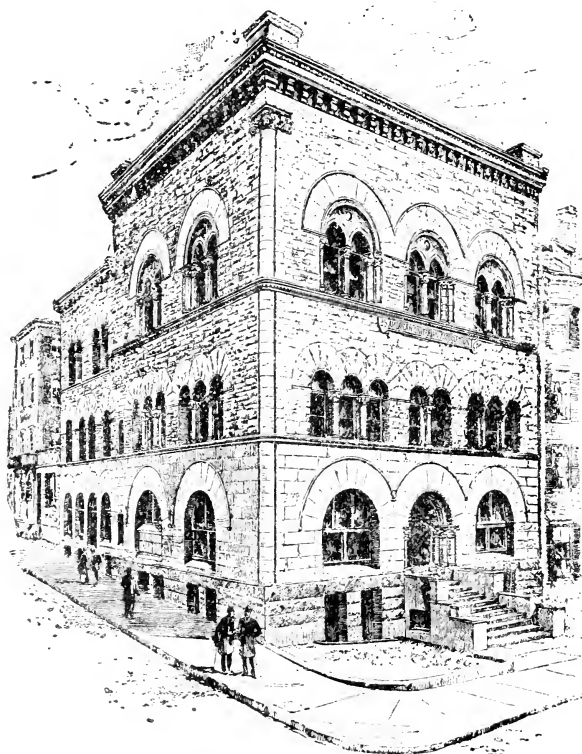
Temple in June, 1867. Years before, President Jackson was at one time its guest ; also Henry Clay. And during his first visit to America Charles Dickens stayed here. The house is conducted on the American plan.

The granite front building just beyond, on Beacon Street, occupying the corner of Beacon and Somerset Streets, is the Vatican of Congregationalism, and contains the offices of the denominational paper, the headquarters and museum of the American Board of Commissioners for Foreign Missions, the rooms of the Congregational Club, Pilgrim Hall, and the Congregational Library, a collection of over 25,000 volumes and 100,000 pamphlets in a handsome fire-proof hall. This structure was built just after the War of 1812, on the site of the first stone house in Boston, and was for a long time held by the Somerset Club.

On Beacon at the corner of Bowdoin Street is the new Unitarian Building, completed in 1886, a notable addition to the denominational houses of Boston.

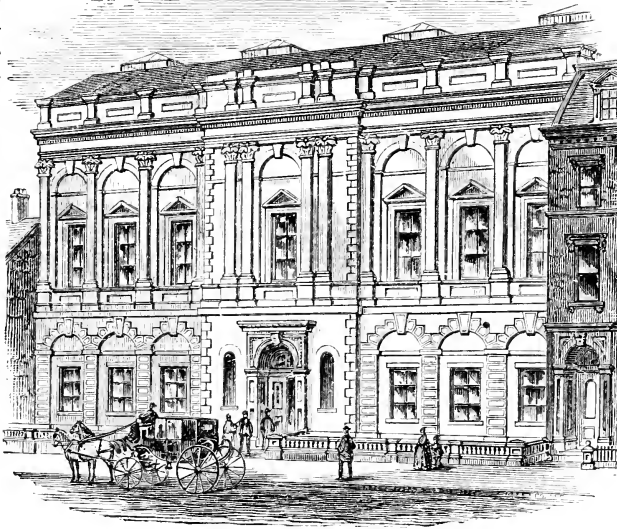
It is of brown stone ornamented with tasteful carving. The inside is finished throughout plainly in oak. The large halls are finished with the masonry in sight, and there are open fireplaces in all the different departments.

To those for whom the sacred quietness and bookish odor of a great library have fascinating attractions this part of Boston is full of perennial interest. The buildings of the Boston Athenæum and the New England Historic, Genealogical Society are in this neighborhood ; and near by, on Tremont



The Unitarian Building.

Street, is that of the Massachusetts Historical Society, described in the chapter on the Central District. The Athenæum Building is at No. 10A Beacon Street. It is built of free-stone, in the later Italian style of architecture. It cost nearly \$200,000, and was first occupied in 1849. Within it is a library, now containing over 220,000 volumes; and a reading-room. The scientific library



Boston Athenæum.

of the American Academy of Arts and Sciences is also here, in the eastern room of the lower floor. The Athenæum was incorporated in 1807, and had its origin in a magazine called the "Monthly Anthology," first published in 1803. Soon after, a company of men zealous for literature organized the Anthology Club, and a public library and reading-room established by this club was the nucleus of the present institution. The right to use it is confined to the holders (and their families) of about 1,000 shares; but the management is very liberal towards strangers. There is an absence of "red tape" in the general direction of the library that makes it one of the most delightful literary homes to be found anywhere. An art gallery used to be a fine feature of the Athenæum, but its contents were removed to the Museum of Fine Arts when that was established. A recent change in the vestibule has greatly increased the book room, while diminishing the proportions of the fine entrance hall.

The Historic, Genealogical Society's building is the handsome stone structure at No. 18 Somerset Street. It contains a valuable library of about 16,000 volumes, and a rare collection of antiquities. The society was founded in 1844, and has about four hundred members, each of whom, after his election, gives a written account of his descent. Its chief object is the study and publication of historical and genealogical facts about New England and her people; and the results of its researches have been sent out in a number of goodly tomes.

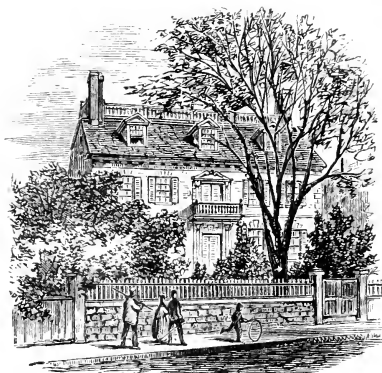
The collections here are accessible to all students of history, and are in constant use. The next house to that of the society, on the south, was the birthplace of Rear-Admiral C. H. Davis, who destroyed the Confederate fleet off Memphis, in 1862.

Also on Somerset Street, near Beacon Street, is the new building of the Boston University, a great Methodist institution, founded in 1869, and richly endowed by Isaac Rich, consisting of a group of colleges and schools, attended by both sexes. There are large and successful schools of law, medicine, and theology connected with it, situated in different parts of the city, and a college of liberal arts. The present building was completed in 1882, at a cost of \$80,000. It is built of pressed brick and terra-cotta. It contains the offices of the president and dean of the University and a meeting-room for the corporation; large class-rooms, a "young men's study," and a "young ladies' study," — the latter a most inviting apartment, tastefully decorated and agreeably furnished, — a University chapel, and a large hall for public exercises. The building is called "Sleeper Hall," in honor of Jacob Sleeper, one of the founders of the institution. The Law School occupies a separate building near by, at No. 8 Ashburton Place.

At the foot of the hill, on Howard Street, near Somerset, is the Howard Athenæum, one of the oldest of the existing theatres in the city. It is now a "variety theatre," but in its day it has held a foremost place among the theatres presenting the "legitimate drama." It was first opened October 13, 1845. On its boards the eminent comedian, William Warren, for years at the head of his profession, made his first appearance in Boston, in 1846. The theatre occupies the site of the Tabernacle erected by the "Millerites" in 1843-44.

Returning to Beacon Street the stranger will observe on the low fence in front of one of the stately brown-stone houses just beyond the State House a tablet which announces that here once stood the Hancock Mansion, one of the most famous of the old buildings of Boston that have been compelled to make

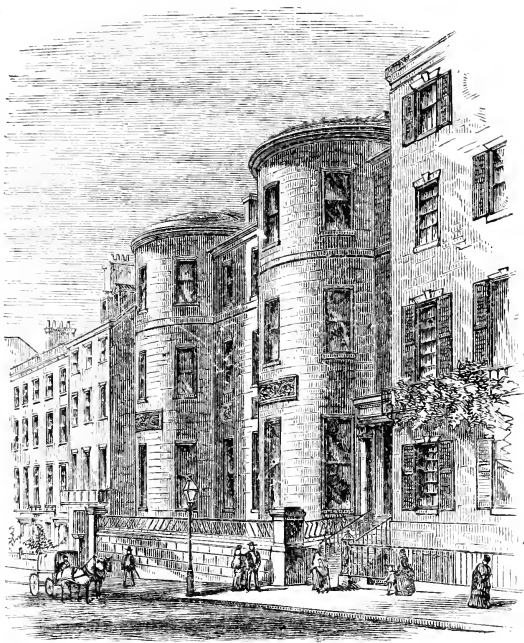
way for modern improvements. This house was in itself and in its surroundings one of the most elegant mansions in the city, though the style of architecture had wholly gone out of fashion long before it was taken down. It was built by Thomas Hancock in 1737, and was inherited by Governor John Hancock. Both uncle and nephew were exceedingly hospitable, and were accustomed to entertain the Governor and Council and other distinguished guests annually on "Artillery Election Day;" and it is said that every Governor of Massachusetts under the Constitution, until the demolition, was



The Old Hancock House.

entertained once at least within this mansion. The house was taken down in 1863.

The Somerset Club was organized in the year 1852, having grown out of another organization known as the Tremont Club, and is now, as it has always been since it took its present name, a club for purely social purposes. The membership is limited to six hundred. As has already been stated the Somerset Club occupied until the year 1872 the mansion at the corner of Somerset and Beacon Streets, now known as the Congregational House. At that time the club purchased its present house, a magnificent granite-front mansion. This house was built by the late David Sears, Esq., for a private residence. The club found it necessary to make little alteration in the arrangement of the rooms, but it has thoroughly refitted and furnished them, and added other buildings.

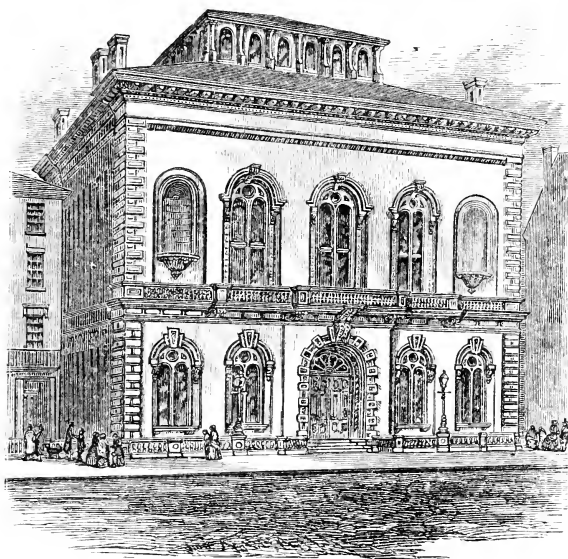


Beacon Street.—The Somerset Club.

On the slope of the hill, a short distance below the Somerset Club-house, and nearly opposite the foot of the Common, stands the dwelling-house occupied by Mr. Ticknor's friend, the historian Prescott, during the last fourteen years of his life. It is unpretentious in architecture, but it was fitted within in a style of great elegance, and was arranged specially with reference to Mr. Prescott's infirmity of partial blindness. Here the greater part of the work on his histories of the Spanish conquests was done. To this house he removed, in 1845, from his former home in Bedford Street, and in it he died in 1859.

Across the Common, on Boylston Street, which bounds it on the south, is the Boston Public Library, one of the most beneficent institutions that has been conceived by the public-spirited and liberal citizens of Boston. The immense collection constituting this library, which has been gathered rapidly since its establishment, is valuable not only from the variety, excellence, and number of

volumes it contains, but from its accessibility. It is absolutely open to all,



Boston Public Library.

and no assessment, direct or indirect, is levied upon those who make use of its privileges. Citizens and residents of Boston only, however, are allowed to carry books away from the building. The library is conducted on the most liberal principles. If a purchasable book not in the library is asked for, it is ordered at once; and the inquirer for it is notified when it is received. Although the idea of a free public library

had been entertained much earlier, it was not until 1852 that this institution was actually established. Very soon after the board of trustees was organized, Joshua Bates, Esq., a native of Massachusetts, but at that time of the house of Baring Brothers & Co., of London, gave to the city the sum of fifty thousand dollars, the income of which he desired should be expended in the purchase of books. The upper hall of the library building has been named Bates Hall in compliment to him. Generous donations and bequests by many wealthy and large-hearted men and women from time to time have swelled the permanent fund of the institution to upwards of \$100,000. Several valuable private collections have been acquired by the library. In 1871 the library of Spanish and Portuguese books and manuscripts belonging to the late George Ticknor, Esq., were placed in the library, in accordance with his will. This alone added more than 4,000 volumes and manuscripts to the library. In 1873 the famous Barton Library of New York, numbering about 12,000 volumes, one of the finest private libraries in the country, and especially rich in Shakespearian literature, was purchased. The library of Theodore Parker, numbering over 11,000 volumes, and that of Nathaniel Bowditch of about 2,500, have been added to the general collection, the former received under the will of Mr. Parker and the latter given by Mr. Bowditch's children; and the valuable historical and theological collection, forming the famous Prince Library, bequeathed by Mr

Prince to the Old South, is deposited in the Library and is accessible to scholars and others conditionally. Large additions to the general library are made yearly, and it now numbers more than 450,000 volumes, and over 200,000 pamphlets. The annual circulation amounts to about 1,300,000 separate issues. Thus this library is the first in the country in the number of issues and is superior in number of volumes to the Library of Congress. It has been in its present quarters since 1858, and several years ago outgrew the original capacity of the building. Various devices have since been resorted to in order to accommodate the large number of new volumes added annually. In 1880 land was given by the Commonwealth for a new library building, and this having been formally accepted by the city, a new structure is now in process of erection. The new location is in the Back Bay district, occupying an entire lot on Boylston and Dartmouth Streets, and Copley Square. Branches of the Boston Public Library have been opened in East and South Boston, the South End and North End of the city proper, Roxbury, and Dorchester districts, while the libraries of Charlestown and Brighton became branches by annexation. These branches have from ten to twenty-five thousand volumes each. The reading-room in the main or central library building is open every day in the week, including Sundays.

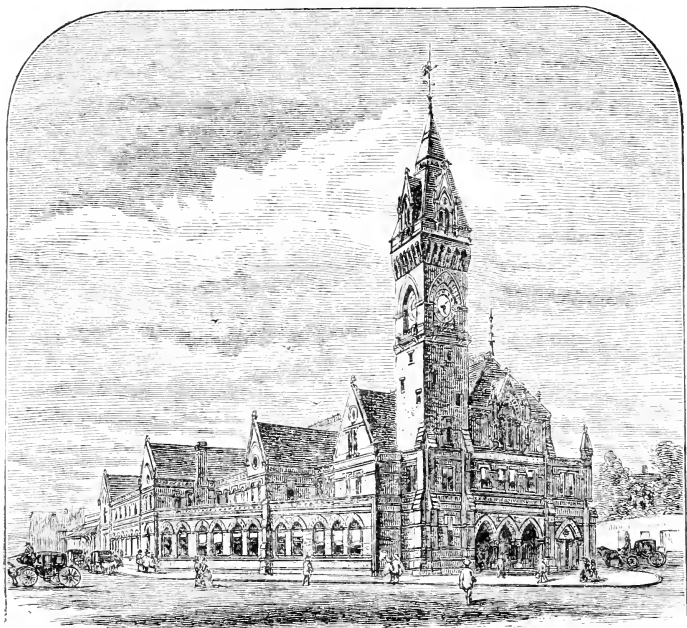
The building adjoining the Public Library building, on the corner of Boylston and Tremont Streets, is the Hotel Pelham, the first apartment house, or "family hotel" on the "French flat" system, erected in the city. This was built about thirty years ago, and since its establishment the apartment-house system has been quite extensively introduced into Boston, a large number of costly and elegant apartment houses and family hotels having been erected within recent years. The Hotel Pelham is distinguished in its neighborhood as a building which has been successfully moved several feet without the slightest disturbance to its occupants. When Tremont Street was widened in 1869 this large structure was raised bodily and moved back about twenty feet.

A few doors below the Public Library building, on Boylston Street, is the Central Club-house. This club was formerly a South End club, and its first club-house was on the corner of Washington Street and Worcester Square. Its present quarters were formerly occupied by the Art Club, and were leased after the removal of the latter club to its new club-house in the Back Bay district, — to be referred to in the description, to follow, of this district. The Central Club was organized in 1869, and its present membership is large. Near by the Central Club-house are those of the Whist, Electric, and Tavern Clubs, social organizations formed within recent years.

In Park Square, just off Boylston Street, nearly opposite the Providence Railroad Station, is the group of statuary known as the "Emancipation Group," commemorating the emancipation of the slaves by President Lincoln. The group was designed by Thomas Ball, in 1865. In 1873, a colossal copy of the same group was made for the "Freedmen's Memorial," at Washington. The face of the negro was a likeness of the last slave remanded to the South under

the fugitive slave law, studied from photographs. The group now in Boston was presented to the city by the Hon. Moses Kimball, a public-spirited citizen, who long lived on Boylston Street nearby. It stands on a small triangular plat, and is surrounded by a granite retaining-wall and bronze railing, the pedestal being formed by two steps of Cape-Ann granite, and an octagonal block of polished red granite weighing sixteen tons. The bronze was cast at Munich and cost \$17,000. The height of the entire work is nearly twenty-five feet. It was unveiled December 6, 1879.

The station of the Boston and Providence Railroad, although surpassed in size by a few structures of the kind, is inferior to none, in this country at least, in artistic beauty and in adaptability to the uses for which it was designed. It



Providence Rail'road Station.

consists of two distinct but connected parts. The train-house has a length of five hundred and eighty-eight feet and an extreme width of one hundred and thirty feet. The great iron trusses cover five tracks and three platforms. The head-house is two hundred and twelve feet long, and one hundred and fifty feet wide at the widest point, the lot on which it stands being very irregular in shape. In the centre of the head-house is a great marble hall, one hundred and eighty feet long, forty-four broad, and eighty high. It is imposing in its

general effect and magnificent in its architectural beauty and its ornamentation. Surrounding this hall are the waiting and other rooms for the accommodation of passengers, a periodical stand, baggage and package rooms, and an excellent restaurant. A barber-shop is attached to the news-room. A fine gallery surrounds the hall above mentioned, and from this access is had to the offices of the company and other apartments. The cost of this station was nearly one million dollars. The Providence Railroad has numerous branches, and its main line forms part of the popular Shore (all rail) and Stonington (rail and steamboat) lines to New York. It was united with the Old Colony in 1888, and is now operated as the Providence division of the Old Colony system.

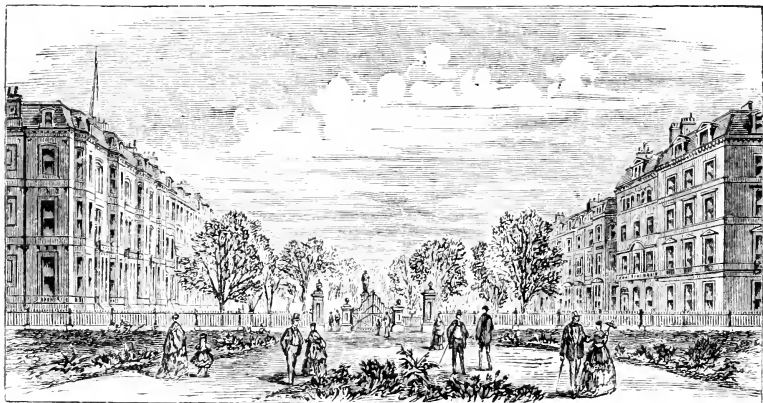
In the immediate vicinity of the Providence station is the tract known as the Church Street district, where one of the most beneficial enterprises the city has ever undertaken has been carried out within a few years. The district was low, marshy, and unhealthy, but it was covered with permanent buildings. The city undertook to raise the whole district, and this it did at an expense of about a million dollars. In the course of this operation nearly three hundred brick buildings were raised, some of them fourteen feet, and the whole territory was filled in to a uniform height.

Between the Providence station and the Public Garden, and facing the latter on Boylston Street, is the new Hotel Thorndike, a fine structure of brick and freestone, admirably situated, and conducted on the European plan.

At No. 2 Newbury Street, a few doors from Arlington Street and the Public Garden, is the club-house of the St. Botolph Club, which was formed in 1880. It includes many of the foremost citizens of Eastern Massachusetts, and is the leading professional club in the city. The St. Botolph Club possesses a fine art gallery, and gives private exhibitions occasionally during the season. Francis Parkman, the historian, was the first president of the club.

The filling in of the Back Bay lands, was a great improvement by which hundreds of acres have been added to the territorial extent of Boston and millions of dollars put into the State treasury; and the present elegant Back Bay district created. Private enterprise had already suggested this great improvement when the State first asserted its right to a part of the flats in 1852. The owners of land fronting on the water had claimed and exercised the right to fill in to low-water mark. In this way the Neck, south of Dover Street, had been very greatly widened. Commissioners were appointed in 1852 to adjust and decide all questions relating to the rights of claimants of flats, and to devise a plan of improvement. Progress was necessarily slow where so many interests were involved, but at last all disputes were settled, and the filling was begun in good earnest. No appropriation has ever been made for work to be done on the Commonwealth's flats; the bills have been more than paid from the very start by the sales of land. It was originally intended that there should be in the district filled by the State a sheet of water, to be called Silver Lake, but the idea was subsequently abandoned. A very wide avenue was, however, laid out through it, to be in the nature of a park, and the plan

has been successfully developed. When completed, Commonwealth Avenue will be a mile and a half in length, with a width of two hundred and forty feet between the houses on each side. Through the centre runs the long park in which rows of trees have been planted, and these will, in time, make this avenue one of the most attractive in the country. There are wide driveways on either side ; and the terms of sale compel the maintenance of an open space between each house and the ample sidewalks. In the centre of the park, near Arlington Street, stands the granite statue of Alexander Hamilton, by Dr. William Rimmer, presented to the city in 1865 by Thomas Lee, Esq., who subsequently



Commonwealth Avenue.

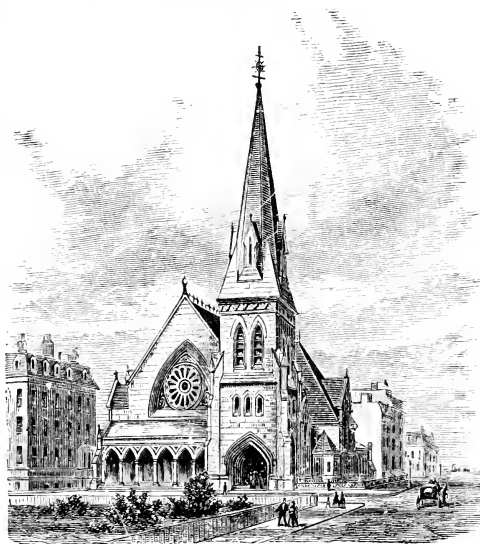
erected, at his own expense, the "Ether Monument" in the Public Garden, before mentioned ; and further down the walk, near Clarendon Street, is the large bronze statue of General John Glover, the commander of the Marblehead marine regiment in the Continental Army. This statue was designed by Martin Milmore and presented to the city by Mr. B. T. Reed, in 1875. Opposite the Vendome is the bronze statue of Wm. Lloyd Garrison, designed by Olin L. Warner of New York. It was placed here in 1886. The funds for its erection were raised by popular subscription. Miss Anne Whitney's fine bronze statue of Leif Ericsson, the Norse discoverer of America, stands on a unique pedestal at the westerly end of the Avenue, opposite the entrance of the new Back Bay Park.

The nomenclature of the streets in this territory is ingenious, and far preferable to the lettering and numbering adopted in other cities. To the north of Commonwealth Avenue is Marlborough Street, and to the south Newbury Street, which names were formerly applied to parts of Washington Street before it was consolidated. The streets running north and south are named alphabetically, alternating three syllables and two, — Arlington, Berkeley, Clarendon, Dartmouth, Exeter, Fairfield, Gloucester, Hereford, and so on.

Within the limits of this district are many of the finest churches in the city proper, and the movement of the religious societies westward and southward is exhibiting no signs of cessation. Some of the oldest societies in town have already emigrated to the Back Bay, and the more ancient parts of the city, whence population has largely removed, are comparatively bare of houses of worship.

"The First Church in Boston," Unitarian, properly claims the first attention.

Allusion has been made already to the first and second houses of this society, in State and Washington Streets. The present edifice on the corner of Marlborough and Berkeley Streets was occupied in December, 1868. This church was built at a cost of two hundred and seventy-five thousand dollars, and is one of the most beautiful specimens of architecture in Boston. Especially fine are the carriage-porch and the vestibule on the Berkeley Street front. The windows are all of colored glass, and were executed in England. The organ, which is one of the best in the city, was

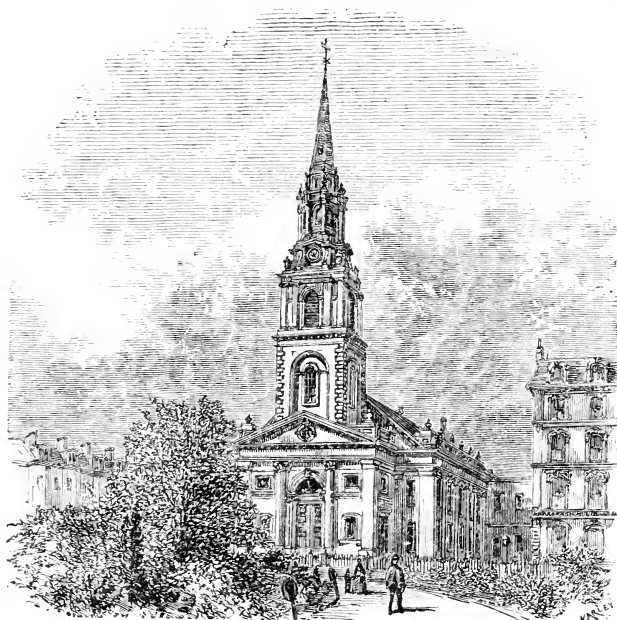


First Church, Berkeley Street.

manufactured in Germany by the builders of the Music Hall organ. In every part of the building, within and without, are evidences of excellent taste and judgment, such as can seldom be seen in the churches of this country. The pastor is Rev. Stopford W. Brooke.

On the corner of Boylston and Arlington Streets stands the first church erected on the Back Bay lands of the Commonwealth. This society, like that of the First Church, is attached to the Unitarian denomination. It is, however, the successor of the first Presbyterian church gathered in Boston. It was established in 1727, and its first place of worship was a barn, somewhat transformed to adapt it to its new use, at the corner of Berry Street and Long Lane, now Channing and Federal Streets. The second house, on the same site, was erected in 1744, and within it met the Convention that ratified the Constitution of the United States on the part of Massachusetts, in 1788. It was from this circumstance that Federal Street received its name. In 1786 the church had become small in numbers, and by a formal vote it renounced the

Presbyterian form and adopted the Congregational system. Having occupied for fifty years the third house on the original site, erected in 1809, the society was compelled, by the invasion of business and the removals of its people, to build the house in which it now worships. During the long period of years since the foundation of this famous society, it has had but seven pastors, though there was one interval of ten years when it had no regular pastor. The



Arlington Street Church.

most noted of this brief list was the Rev. Dr. Channing, who was pastor from 1803 until his death in 1842. The Rev. Ezra S. Gannett was ordained and installed as colleague pastor in 1824, and remained colleague and sole pastor until his melancholy death in August, 1871, in the terrible accident at Revere. Dr. Gannett was succeeded by the

Rev. John F. W. Ware, formerly of Baltimore. Mr. Ware died in 1881, and in 1882 the Rev. Brooke Herford, then of Chicago, was called to the pulpit. Mr. Herford is the present pastor. The church, on Arlington Street, is built of freestone, and is a fine structure, though less ornate in its architecture than many others. Its tower contains an excellent chime of bells.

On Berkeley Street, corner of Newbury, is the Central Church. This society was gathered in 1835 to worship in a hall known as the Odeon, under the name of the Franklin-Street Church. In May, 1841, the corner-stone of a new church was laid on Winter Street, and the edifice having been completed, was dedicated on the last day of the same year, the society having a week previously assumed its present name. The transformation of Winter Street into a great centre of retail trade in the course of time compelled the abandonment of the church on this site, and in the autumn of 1867 the present elegant house, which

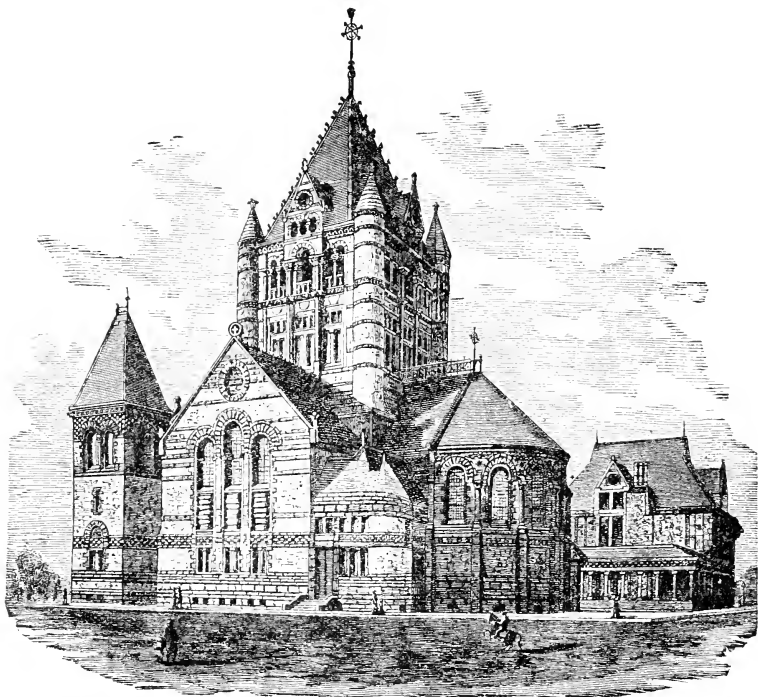
had been several years in building, was dedicated. It is constructed of Roxbury stone with sandstone trimmings, and cost, including the land, upwards of three hundred and twenty-five thousand dollars. The great gale of September, 1869, blew over one of the pinnacles of the spire, which is the tallest in the city, upon the main building, and caused serious damage, which required several months to repair. The interior of this church, notwithstanding an excess of color, is remarkably beautiful. The pastor is Rev. Joseph T. Duryea.

The most impressive and elaborate church building in this district is the Trinity, which fronts on the new Copley Square, and occupies the lot bounded by Clarendon Street, Huntington and St. James Avenues. Trinity parish is an offshoot from the King's Chapel congregation. In 1734 the corner-stone of its first church building was laid at the corner of Hawley and Summer Streets. In 1735 the building was opened for worship, and some years later the Rev. Addington Davenport became its first rector. The original edifice was of wood, with neither tower nor external ornament. It was a plain barn-like structure, with a gambrel roof, and standing gable-end to Summer Street. Inside, however, it was the most elegant church of the day in Boston. General Washington attended service in the old Trinity Church when he was in Boston in 1789. This church very early became one of the most famous Episcopal churches in Massachusetts. Its rectors were men of remarkable eloquence, and perhaps there have been more bishops appointed from the list of its ministers and assistant ministers than from any church in the country. In 1828 the old wooden building was taken down, and a handsome granite structure erected on its site. Soon after the Rev. Phillips Brooks became rector of the church, a movement began for a removal to a more eligible situation. All the preliminary steps had been taken when the fire of November, 1872, settled the matter irrevocably by destroying the old church.

The new Trinity Church was consecrated February 9, 1877, when a procession of three bishops and one hundred and four surpliced clergymen entered the main portal. The cost of the land and building was about \$800,000. It is 160 feet long, 120 feet wide at the transepts, the height of the nave being 63 feet, and to the ceiling of the tower 103 feet. The chancel is 57 feet deep and 53 feet wide, and contains rich stained windows, a brass lectern, and a beautiful marble font. The finial on the tower is 211 feet from the ground, and this immense and ponderous square tower is a conspicuous object from many parts of the city and harbor. It is roofed with red tiles from Akron, Ohio, with crockets along the corner slopes. The four sustaining piers are of Westerly granite, five feet square in section, plastered over and painted in deep colors, and resting on four unseen pyramids of blocks of stone weighing from one to four tons each. These are 17 feet high, being 35 feet square at the base and 7 feet at the top, and rest on piles, 2,000 of which were driven closely in the tower space, and bound together with two feet depth of concrete. The walls of the church are of reddish Dedham and Westerly granite ashlar, with Longmeadow sandstone trimmings. The shape is that of a Latin cross, with a semi-

circular apse at the east, and short transepts. It is connected with its chapel by a handsome cloister. The interior is finished with black walnut, and is lighted by many brilliant pictured windows. The sexton is present in the church from 9 A.M. to 5 P.M. daily, and may be called at the side-door on Huntington Avenue. No visitors are admitted on Saturdays.

The frescoes in Trinity Church are by John La Farge and several assistants, and are in encaustic painting, the colors being protected from dampness by a



Trinity Church.

mixture of wax and other substances. In the great tower he has painted colossal figures of David and Moses, Peter and Paul, and Isaiah and Jeremiah, with several scriptural scenes high above ; and in the nave is a fresco of Christ and the Samaritan woman. The style of the construction of the building is a free rendering of the French Romanesque, as seen in the pyramidal-towered churches of Anvergne, and it endeavors to exemplify the grandeur and repose of the eleventh-century architecture in Aquitaine. Among the novelties of this quarter of the city, something old and venerable amid all its newness and freshness, are the stones from old St. Botolph's Church, in Boston, Lincoln-

shire, which the authorities of that church recently sent as a present to Trinity Church. These mementoes of the parent society have been appropriately placed amid the superb surroundings of the daughter church, in the cloister between the church and chapel. On the corner of Clarendon and Newbury Streets is the uniquely designed rectory of Trinity Church, the home of the Rev. Phillips Brooks.

Another important ecclesiastical establishment is Emmanuel Church, occupying a handsome stone building on Newbury Street, not far from Trinity Church. This society is eminent for its large contributions for charitable and missionary purposes. It was organized in 1860, and the Rev. Frederick D. Huntington, now bishop of Central New York, was its first rector. For several years the late Rev. Dr. Alexander H. Vinton was rector. A memorial-tablet in his honor has lately been erected in the church. It is of bronze, about four feet high and two and a half feet wide. Occupying the greater space is a portrait of heroic size. The space about the head is a biographical inscription. The tablet was designed by Mr. St. Gaudens.

The new Old South Church is near Trinity Church, at the corner of Boylston and Dartmouth

Streets, fronting 200 feet on the former and 90 feet on the latter. It is a superb edifice of Roxbury and Ohio stone and cost nearly \$500,000. The form is that of a cross, 90 by 198 feet in area, with 900 sittings; and the architecture is the North-Italian Gothic. The great tower is an imposing structure, 248 feet high, with rich combinations of colored stones and graceful windows. An arcade, sheltering inscribed tablets, runs thence to the south transept.



The New Old South Church.

Along the walls is a belt of gray sandstone, delicately carved to represent vines and fruit, among which animals and birds are seen. The vestibule is paved with red, white, and green marbles, and is separated from the nave by a high carved screen of Caen stone, supported on columns of Lisbon marble and crowned by gables and finials. At the intersection of the arms of the cross the roof opens up into a lantern, 20 feet square, and covered on the outside by a pointed dome of copper, partly gilded. The effect of the interior, finished in cherry-wood and frescoed, is brilliant rather than solemn. The window back of the pulpit cost \$2,500, and represents the announcement of Christ's birth to the shepherds. The south transept window illustrates the five parables; that in the north transept, the five miracles; and those in the nave, the prophets and apostles. The organ has 55 stops and 3,240 pipes. There are three fine panels of Venetian mosaic over the heads of the doorways. Galleries were added in 1885. In the rear of the church are the chapel and parsonage.

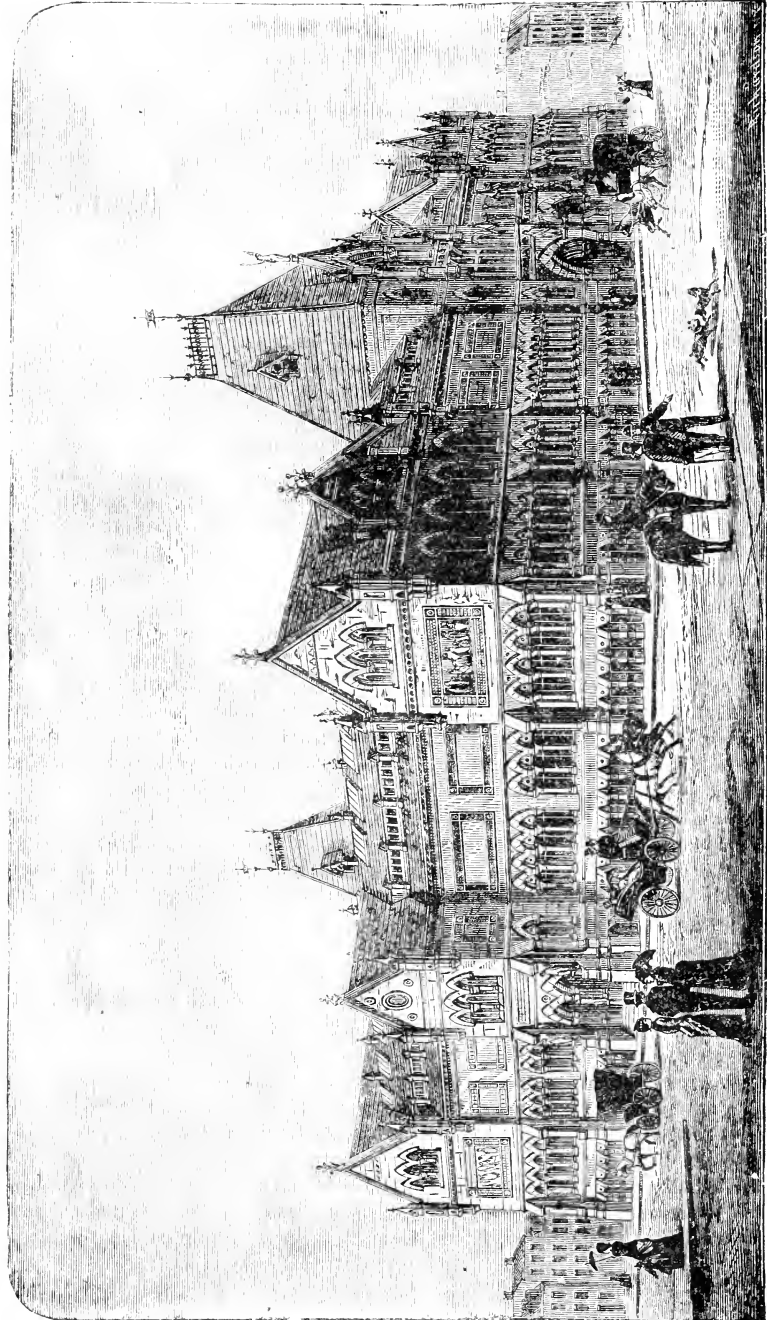
The Second Church occupies a neat brownstone edifice, the interior of which is strikingly handsome and in admirable taste, on the same square with Trinity and the Old South. The present pastor is the Rev. E. A. Horton, formerly settled over the old Hingham parish. The service is beautiful, and is largely choral in its character. The Second Church was anciently known as the Old North Church, and was founded in 1648, on North Square. It was the "Church of the Mathers," the three venerable doctors, Samuel, Increase, and Cotton Mather, having occupied the pulpit for 65 years of its first century. Ralph Waldo Emerson was minister to this society from 1829 to 1832, and was succeeded, in 1833, by the Rev. Chandler Robbins.

The stone church on the corner of Commonwealth Avenue and Clarendon Street was built by the society of the Brattle Square Church, whose former historic meeting-house with its "cannon-ball breastpin," which used to stand in Brattle Square, has been described. It was completed and dedicated in 1873, but it was not long occupied by the society, which found itself seriously in debt occasioned by the expense of the new structure. For a time the building was closed, and in 1876 the society constituting the Brattle Square Church was dissolved, the members having scattered during the time the church had remained closed, or had connected themselves with other societies. In 1881 the property was disposed of at public auction, and about a year later it was purchased by the First Baptist Society, the direct descendant of the much-persecuted First Baptist Society organized in 1665, the doors of whose first meeting-house were found one Sunday morning in 1680 nailed up by the marshal, by order of the court. The building is in the form of a Greek cross, with three rose-windows lighting the interior, which is seventy-eight feet high, and surmounted by a basilica roof of stained ash. The organ is very large and richly colored. The material of the building is Roxbury stone; and the idea of the architect, to definitely express massiveness and solidity, has been well maintained. The most striking feature is the ponderous square tower, one hundred and seventy-six feet high, which is surrounded (near the top) by a frieze con-

taining colossal figures in high relief, carved by Italian sculptors, from Bartholdi's designs, after the rough stone had been placed in position. The four groups represent the four Christian eras, Baptism, Communion, Marriage, and Death, — one on each face of the tower, — and at the corners of the frieze are colossal statues typifying the Angels of the Judgment, with golden trumpets. The present owners have made extensive alterations in the interior of the church, and built a new vestry in the rear.

The triangular open place in front of Trinity Church had for some years been informally called Art Square, in recognition of the rich treasures of art and architecture surrounding it ; but it is now known as Copley Square. From this point the noble boulevard of Huntington Avenue stretches away to the southwest for over two miles, with a width of one hundred feet, to the intersection of Tremont and Francis Streets. The new lines of Brookline and Longwood horse cars run through Tremont and Boylston Streets over this avenue.

The Museum of Fine Arts is on Copley Square, near Trinity Church, at the corner of St. James Avenue and Dartmouth Street. It will ultimately be a large pile of buildings enclosing two courts by a double quadrangle. The architecture is Italian Gothic, and the material is brick, with rich and abundant exterior trimmings, mouldings, and roundels in red and buff terra-cotta work. The main front is already finished, and faces Copley Square, with a projecting portico, in the centre, enriched with polished marble columns. The right wing is adorned with a great bas-relief representing Art receiving the tributes of all nations ; and the left wing supports a companion-piece illustrating the union of Art and Industry. On Saturdays and Sunday afternoons admission to the Museum is free ; and on other days twenty-five cents is charged. Another quarter purchases the two valuable historical and descriptive catalogues, without which it is impossible to adequately understand and fully enjoy the collections, which are probably not inferior to those of any museum in the United States. The ground floor is devoted to statuary, antiquities, etc., the second floor to paintings, engravings, productions of industrial art, and bric-à-brac. In the basement is the School of Drawing and Painting, conducted by Frederick Crowninshield and Otto Grundman, and the office of the curator, General Charles G. Loring. In the central hall on the ground floor are statues by Crawford, Rimmer, Greenough, Hosmer, Monteverde, and others. The Egyptian room contains a fine collection of antiquities presented by Charles Granville Way, and the heirs of John Lowell. The other apartments on this floor are filled with casts from the antique, forming the most complete collection in America. There are also many valuable Etruscan, Cypriote and Græco-Italian vases and other antiquities. Upstairs are the picture galleries, containing a small but excellent collection of paintings owned by the Museum and the Athenæum, reinforced by loans. The ten pictures by Dutch and Flemish masters from the San Donato collection are good examples of Teniers, Cuyt, Ruysdael, Metsu, Kalf, Wouwermans, Van Huysum, Netscher, Maas and Veresluis ; there are paintings also attributed to Titian, Tintoret, Holbein, and other old masters ;



The Museum of Fine Arts.

unimportant examples of Rubens, Greuze, David, Douw, and others ; portraits by Reynolds, Lawrence, Lely, Stuart, Copley, Newton, Smibert, Allston ; and paintings by Corot, Couture, Millet, Diaz, Français, Doré, and others. The Gray collection of engravings, belonging to Harvard College, the Summer engravings, the Dowse collection of water colors, the drawings and sculptures by Dr. Rimmer (in the hall), should not be neglected by the visitor. In the other rooms are rich tapestries, ancient carved panels and chests, Japanese and Oriental curiosities, rare embroideries, a large collection of porcelain, majolica, and Sèvres ware, and all manner of carved ivory and precious stones, mediæval religious jewelry, medals and vases, ancient weapons, and fine laces. In the third story are series of chromo-lithographs and photographs from drawings by the old masters. All these collections are minutely described in the Museum catalogues.

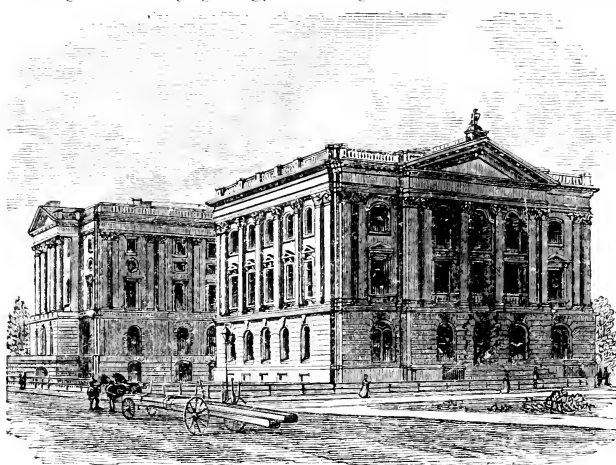
On the corner of Clarendon Street and St. James Avenue is a building originally constructed for roller skating, and having a skating surface one hundred and eighty feet by seventy. Upon the decline of this pastime it became the Battalion Armory of the First Regiment M. V. M., and as such it is now used. The new building directly opposite will be occupied by the Laboratories of the Institute of Technology.

The new Art club building is in the neighborhood of the Museum of Fine Arts, not far from Copley Square, on the corner of Dartmouth and Newbury Streets, with the main entrance on the latter. Its cost was about \$80,000. It was determined upon a year before its occupancy, when the club had grown to its full limit of seven hundred members, and the old building on Boylston Street (now occupied by the Central Club) had become altogether too small for the club meetings, while the gallery was entirely inadequate for exhibiting the pictures sent for the semi-annual exhibitions. The rooms of the present clubhouse are very handsome, some of them elaborately decorated, and all richly furnished. The reading-room fire-place, a magnificent mass of wood carving, is one of the many fine features of the house. The gallery is generous in its proportions, and well lighted. At least two exhibitions are given every year.

In this district of the city are several of the many semi-public institutions of the city. On the lot bounded by Berkeley, Newbury, Clarendon, and Boylston Streets stand the buildings of the Boston Society of Natural History, and the Massachusetts Institute of Technology, both institutions connected with the practical education of the people. Nearest to Berkeley Street on the right of our view is the Natural History Society's building. This society was incorporated in 1831. Its early days formed a period of constant struggle for existence, from lack of the necessary funds. But the munificence of several citizens, — one of whom, Dr. William J. Walker, gave, during his life and in his will, sums amounting in the aggregate to nearly two hundred thousand dollars, — and the grant of the land on which the building stands, by the State, in 1861, have helped to a position of great usefulness. The cabinet of this society, which is exceedingly rich in very many branches of natural history, is open to

the public for several hours on every Wednesday and Saturday. There is also a fine library connected with the institution, and during the season interesting courses of lectures are delivered.

The Institute of Technology was founded in 1861 for the purpose of giving instruction in applied science and the industrial arts. It embraces a society of arts, a museum of arts, and schools of industrial science and mechanic arts. The land which its buildings occupy was given by the State, and the Institute receives one third of the grant made by Congress to the States in aid of instruction in agriculture, mechanic arts, and military tactics. The school of industrial science provides ten courses of study,—in mechanical, civil and mining engineering, chemistry, geology, building, and architecture, science and literature,



Society of Natural History and Institute of Technology.

natural history, metallurgy, and physics. There is also an elective course. One of the latest courses established to meet a new demand arising from the expansion of the telegraph and the introduction of the telephone, is that of electrical engineering. The school of mechanic arts trains its students to become intelligent and practical mechanics. The Lowell School of Design in which free instruction to both sexes is given in the art of practical design, making patterns for prints, silk, carpets, etc., is under the direction of the Institute. The main building of the Institute is a dignified structure of pressed brick with free-stone trimmings. The new building, corner of Boylston and Berkeley Streets, is mainly devoted to the departments of chemistry and physics, for which it is admirably arranged. The mechanic arts shops are in another new building on Huntington Avenue. Huntington Hall, in the main building, is the place of meeting of the Society of Arts, and here also the Lowell Institute lectures are given. The gymnasium and drill-hall of the Institute are on Exeter Street. General Francis A. Walker is president of the Institute. Over 800 students were instructed in the various departments in 1885.

Nearly opposite the main building of the Institute of Technology, on the corner of Berkeley and Boylston Streets, is the new building of the Young Men's

Christian Association which was completed in 1883. It is a structure architecturally fine, constructed of brick trimmed with stone. The principal entrance on Boylston Street is approached by a flight of massive stone steps. The building contains reception, reading, and lecture rooms, parlors, a large hall capable of seating over a thousand persons, and an ample and thoroughly



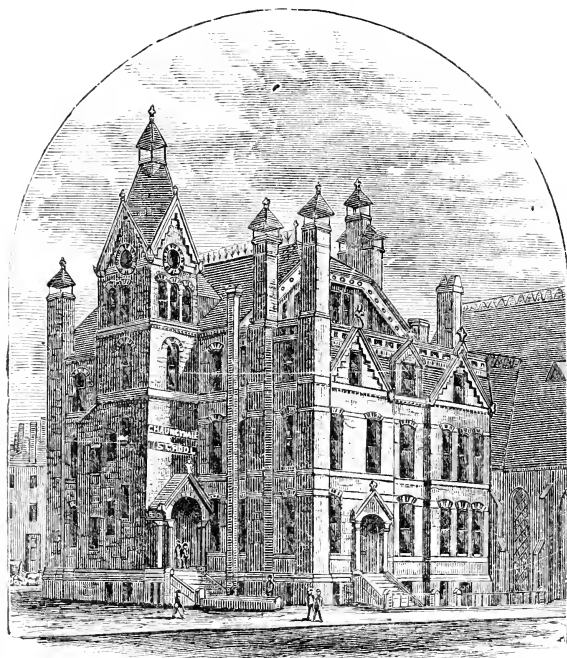
Young Men's Christian Association, New Building.

equipped gymnasium. The receptions, lectures, reading rooms, classes, sociables, and gymnasium, make this a popular resort for young men. This association was founded in 1851, and is the oldest of its kind in the country. It was instituted for the special benefit of young men coming to the city as strangers, and designed to provide for them an attractive resort, pleasant companionship, and Christian influences. It has a large membership, and its work is varied and extensive. The Berkeley, a school for both sexes, is in this building.

On Boylston Street, between Clarendon and Dartmouth Streets, is the building of the Chauncy-Hall School, the oldest and in some respects most celebrated private school in Boston. The health of pupils was the first consideration in planning this building. The arrangements for heating and ventilating are admirable in every respect. Another point to which special attention has been given is the construction of the school furniture. This was all designed

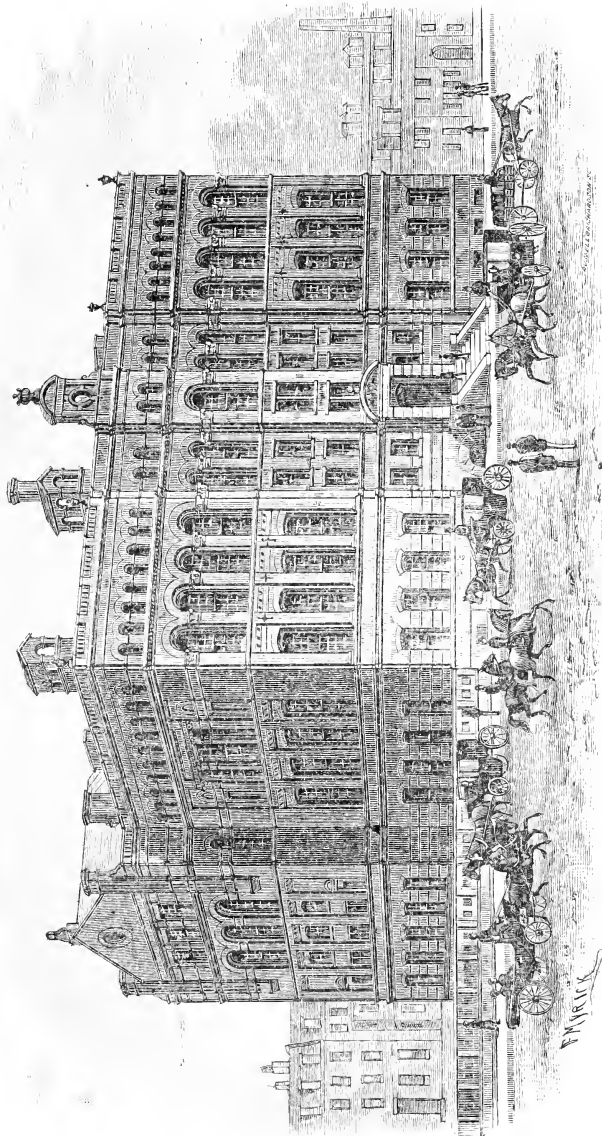
with sole reference to the health and physical training of the pupils. The desks and chairs were adopted after examination and approval by a committee of surgeons of the highest rank. Equally careful attention has been given to the manner in which light is introduced. The construction of the walls and floors makes them substantially fire-proof. The Chauncy-Hall School was founded as long ago as 1828, and was at first located in Chauncy Street. Its present building was built and is owned by a stock company consisting of old graduates of the school, many of them now leading citizens of Boston. It receives pupils of both sexes and of all ages. Children of only four years are received and instructed in the kindergarten, and young men leave the school every year to enter the Institute of Technology or Harvard College, while special students in various branches come to it from all parts of the Union. This school was the first in Boston to adopt the military drill. Ladd and Daniell are the principals.

One of the finest of the many fine public school buildings of the city is not far from Chauncy Hall, — on the corner of Newbury and Exeter Streets. The



Chauncy-Hall School.

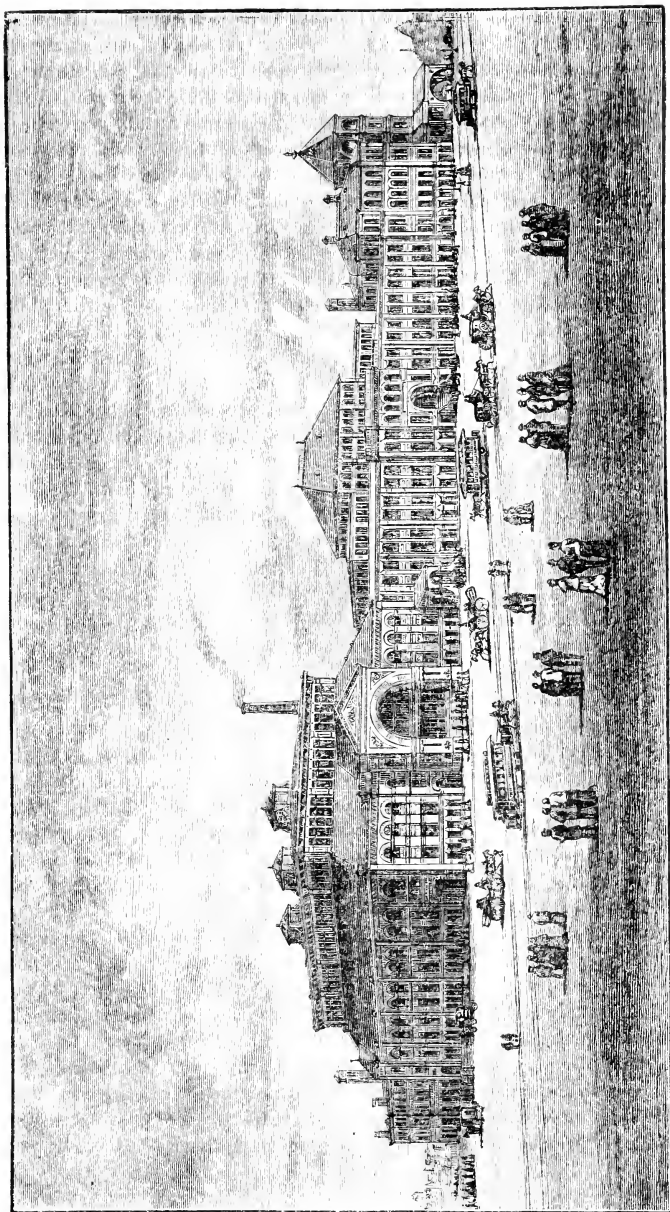
school located here is called the Prince School, so named in honor of Ex-Mayor Prince. In this building the rooms are placed on one side of a corridor, instead of grouped around a common hall in the centre, like most school buildings. Thus better ventilation is secured, better light, and a more direct connection between the street entrances and the corridors into which the several school-rooms open. The design is a central and two end pavilions, each of two stories only. The front on Newbury Street is one hundred and seventy-four feet. The building is constructed of brick with brown-stone trimmings. It was dedicated on November 11, 1881.



Harvard Medical School.

On the corner of Boylston and Exeter Streets stands the new building of the Harvard Medical School, completed in 1883. It is a large structure, of brick with red sandstone trimmings, and decorative panels of terra-cotta. It is four stories high, and its flat roof is surrounded by a sky-line of stone balustrades and low gables. The main entrance is on Boylston Street. The interior is admirably arranged for the convenience of instructors and students, and the lecture-rooms and laboratories are spacious and thoroughly equipped. The building is practically fire-proof throughout. The finely appointed and very popular club-house of the Boston Athletic Association is on Exeter Street, immediately in the rear of the Medical School.

On the new Huntington Avenue is the great building of the Massachusetts Charitable Mechanic Association for the exhibition of American manufactures and mechanic arts. This association was founded in 1795, and received its incorporation in 1806. It has been its practice for a long period to hold public exhibitions about every three years, and for many years these were held in Quincy Market and Faneuil Hall, which were connected by a bridge for the occasion. In 1860 the Association erected a fine building on the corner of Chauncy and Bedford Streets, at the cost of \$320,000, which is now occupied in part for business purposes, and by the Merchants' Association. In 1878 a temporary exhibition building was erected in Park Square, opposite the Boston and Providence station, and in 1880-1881 the present permanent exhibition building was erected. Here, in the autumn of 1881, the largest and most important exhibition ever held by the Association was given. The building occupies about seven acres on Huntington Avenue and West Newton Street. It is of brick with freestone trimmings and terra-cotta ornaments. An octagonal tower forms the easterly termination, where there are two spacious entrances, one from the carriage porch. The latter is built of brick and stone, with open-timbered and tiled roof. On the Huntington Avenue front are heads of Franklin, typifying electricity, and of Oakes Ames, typifying railroading. Sundry of palm, oak, and olive branches, in which appear the arm and hammer of the seal of the Association, surround these. The "administration building," in which are the offices of the Association, is at the easterly end of the structure; and across the west end is the general hall. Between this hall and the administration building is the great exhibition hall, surrounded by broad galleries; and below is an ample basement. The general hall, the largest in the city, is frequently let for musical and other entertainments. It has a fine entrance from Huntington Avenue. The first object of the Charitable Mechanic Association was the application of its annual income to the relief of unfortunate mechanics and those who are dependent on them. It has also loaned money to young mechanics and assisted in establishing schools and libraries for the use of apprentices. Among the early presidents of the Association were Paul Revere, who served four years; Jonathan Hunnewell, nine years; Benjamin Russell, fourteen years. During the autumn of 1883 an interesting foreign exhibition was given in the present exhibition building.



The Massachusetts Charitable Mechanic Association.

Passing from Huntington Avenue through Exeter Street to Newbury the new Hollis Street Church and the First Spiritual Temple are reached. The former occupies one corner of these streets, the latter another ; while the Prince Schoolhouse, before mentioned, and the new building for the State Normal Art School occupy the others. The Hollis Street Church organization dates from 1730. Its old meeting-house, built in 1810, part of whose walls are utilized in the Hollis Street Theatre which stands on its site, was historic. Among the pastors of the church have been John Pierpont and Thomas Starr King, men illustrious in New England literature. The present church building was completed in 1884. Of brick with freestone and terra-cotta trimmings, its striking features are the corner tower, the lower part circular and the upper twelve-sided ; the gabled porch under which the main entrance on Newbury Street is reached ; and the large gables on each façade, with circular turrets. Within, the large audience room is in the form of an amphitheatre. In 1887, the Hollis Street Society, being heavily burdened with debt, was merged in the South Congregational Society, of which Rev. Edward Everett Hale has so long been the pastor, and the church is now occupied by the latter and bears its name.

The brown stone Spiritual Temple is a fine example of the Romanesque style of architecture. Its ornamented façade is especially attractive. The interior, while less striking than the exterior in its finish and decoration, is light and cheerful, and well arranged. The large audience hall has sittings for 1,500 people, and there are smaller halls, reading room, library, and parlors. The Temple was built as headquarters for the "Working Union of Progressive Spiritualists," and the entire cost, \$250,000, was met by a wealthy merchant, Marcellus J. Ayer. It was completed in 1885. It is the first meeting-house for Spiritualists erected in the city.

Returning to Huntington Avenue and passing beyond the Charitable Mechanic Exhibition building, the Children's Hospital, on the corner of the avenue and Camden Street, will be observed. This is in the immediate neighborhood of the great structure erected by the New England Manufacturers' and Mechanics' Institute, an organization chartered in 1879, which gave a series of brilliant industrial exhibitions during its career. It was subsequently occupied by the Metropolitan Street Railway Company, and was destroyed by fire in 1886. The Children's Hospital is a noble institution generously supported by benevolent people. It was incorporated in 1869 and first established in a house on Rutland Street, South End. Its growth was so rapid that it soon moved to a larger house, at No. 1583 Washington Street ; and not long after, these new quarters becoming inadequate, the present location was secured and a finely planned building of its own in part constructed. In this institution medical and surgical treatment is furnished children from two to twelve years of age, gratuitously if poor, or at a moderate charge only, if their parents or guardians are able to pay. No chronic or incurable cases, however, are admitted, nor are any afflicted with infectious or contagious diseases. A pleasant convalescent Home at Wellesley is maintained for the reception of

patients from the hospital during the summer months. A full staff of physicians is connected with the institution, and the nursing is directed by the Protestant-Episcopal Sisters of St. Margaret. There is a large out-patient department. The structure now standing is only one wing of the Hospital as it will ultimately be when completed according to the original plan. It is thoroughly constructed throughout, and especial care has been taken to secure the best ventilation and the most satisfactory sanitary arrangements.

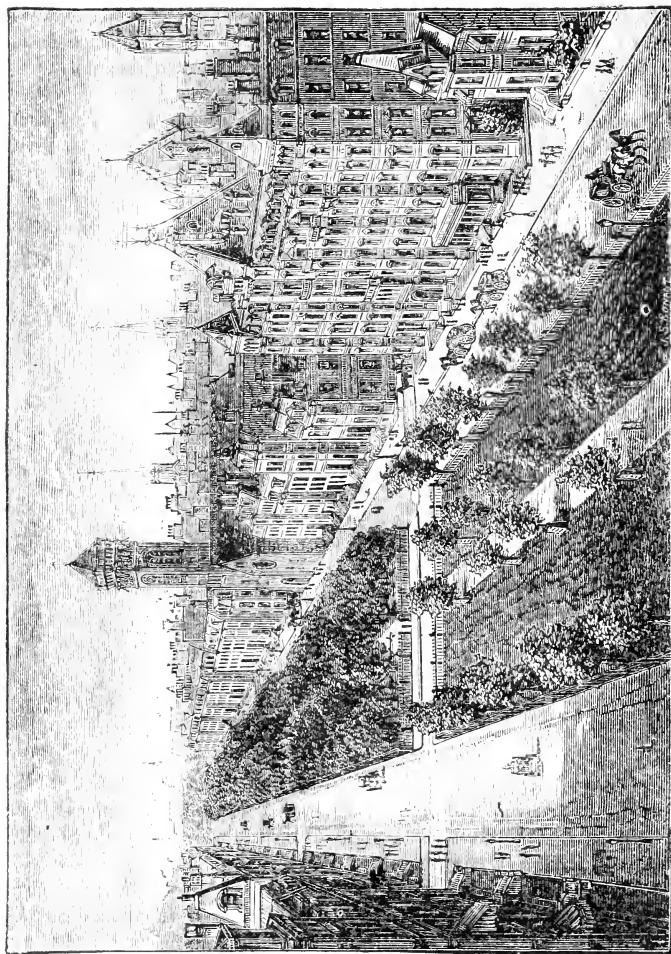
The hotels in the Back Bay section are fine structures in accord with their elegant surroundings. The Hotel Brunswick is at the corner of Boylston and Clarendon Streets. It is an immense six-story brick and sandstone building,



Hotel Brunswick.

containing 350 rooms. It was built in 1874, and cost nearly \$1,000,000. It is sumptuously adorned and furnished inside, having two large dining-halls with marble floors and Pompeian walls, and a rich and costly "mediaeval parlor." The Brunswick is kept on the American plan.

The Hotel Vendome is also an elegant structure, occupying an advantageous position on the corner of Commonwealth Avenue and Dartmouth Street. The avenue front is built of white Tuckahoe marble, and the Dartmouth Street front of Italian marble. The building, including basement and Mansard roof, is eight stories high, and contains three hundred and sixty rooms. The plumbing of the house combines every recent improvement in workmanship and ventilation, and no open basins are placed in sleeping-chambers. The partition-walls



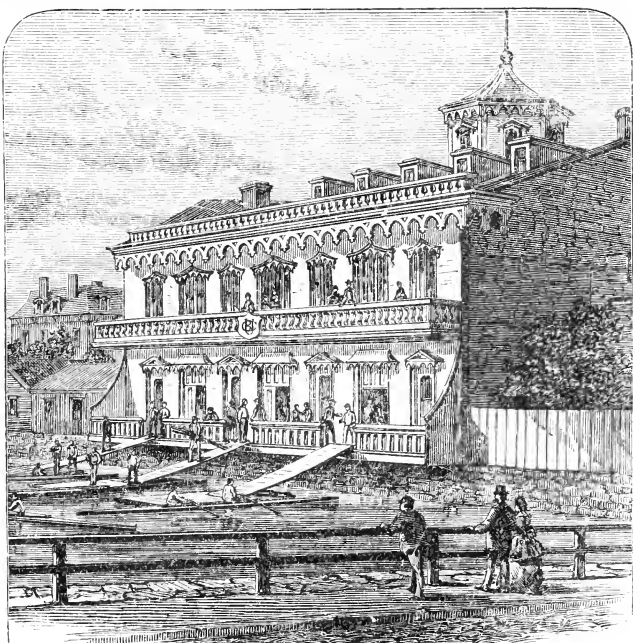
Commonwealth Avenue, showing the Brattle Square Church and the Vendome.

are all made of incombustible material ; and the whole structure is practically fire-proof. The main floor contains, besides its larger public rooms, suites of reception-parlors, tea-rooms, and several small private dining-rooms, decorated with artistic effect, and furnished in a luxurious manner. There are two passenger elevators in the house, one run by steam and the other by water ; besides a lift for baggage. The main entrance is on Commonwealth Avenue, with the ladies' entrance on Dartmouth Street. The house is partly lighted by electric light.

The quarter to the west of Arlington Street and north of Boylston Street contains many interesting specimens of domestic architecture, in the wide variety of styles for which Boston is so famous. The predominant styles are the New Greek, the French Renaissance, and the English Gothic. In all this region there are very few shops or stores of any kind. There are, however, several large apartment-hotels conducted on the French system of *suites* ; among which are the Cluny, on Boylston Street ; the Huntington on Huntington Avenue, and the Oxford on the same avenue ; the Berkeley and the Kempton, on Berkeley Street ; the Agassiz, on Commonwealth Avenue ; the Kensington, Boylston corner of Exeter Streets ; and the Tudor, Beacon Hill.

Commonwealth Avenue is now finished for nearly a mile, leading in a straight line from the Public Garden to West Chester Park, from whence it will ultimately be prolonged to the intersection of Beacon Street and Brighton Avenue, on the Brookline side, deflecting from a straight course at the line of the new Back-Bay Park.

The basin of the Charles



Union Boat-Club, Charles River.

River, enclosed between Beacon and Charles Streets and the bridge to Cambridge, has long been a favorite course for boat-racing. Upon it are held the regattas arranged by the city for the entertainment of the people on the Fourth of July, and private regattas at other times. At the head of the course is situated the Union Boat-Club House, an attractive structure, in the Swiss style of architecture, having a water-frontage of eighty-two feet and commanding a fine view of the river. The gymnasium, club-committee, dressing and bathing rooms, are especially adapted to comfort and convenience. The club was organized May 26, 1851, and, with perhaps one exception, is the oldest boating organization in the country. The present building was completed July 3, 1870. The Union introduced on the Charles the style of rowing without a coxswain, and in September, 1853, rowed a race at Hull, in which, for the first time in the United States, the boat was steered over the course by the bow oar. The club was also instrumental in getting up the first wherry race on the river, July 4, 1854, won by the then coxswain of the organization. In 1857, the Unions were at the height of their glory, and in June of that year won from the "Harvards" the celebrated Beacon cup, one of the most beautiful prizes ever offered in Massachusetts for such a race. Champion cups, colors, oars, and medals are among the trophies of the members, won principally previous to the Rebellion, to which date the supremacy of the Charles was held by the Union.

In this neighborhood, on the corner of Mt. Vernon and Brimmer Streets, near the line between the old and new West End, is the church of the Parish of the Advent, Protestant Episcopal, of the High Church school, founded in 1844. It is a picturesque building of brick and stone in the early English style. The architects were Sturgis and Brigham. It has been occupied by the parish since 1882. For eighteen years previous the parish occupied the church on Bowdoin Street, formerly known as the old Lyman Beecher meeting-house. This is now the Mission Church of the Society of St. John the Evangelist, the brotherhood of priests who purchased it from the Advent parish after the latter's removal to its new location. It is a free church having no endowments, all its expenses being met by the voluntary offerings of the people. It is under the direction of the Rev. A. C. A. Hall, the superior of the mission. Three services are held daily, and the clergy hear confessions. The exquisite music is a feature of the services at the Church of the Advent, where there is a finely trained boy choir. There are three services daily throughout the year.

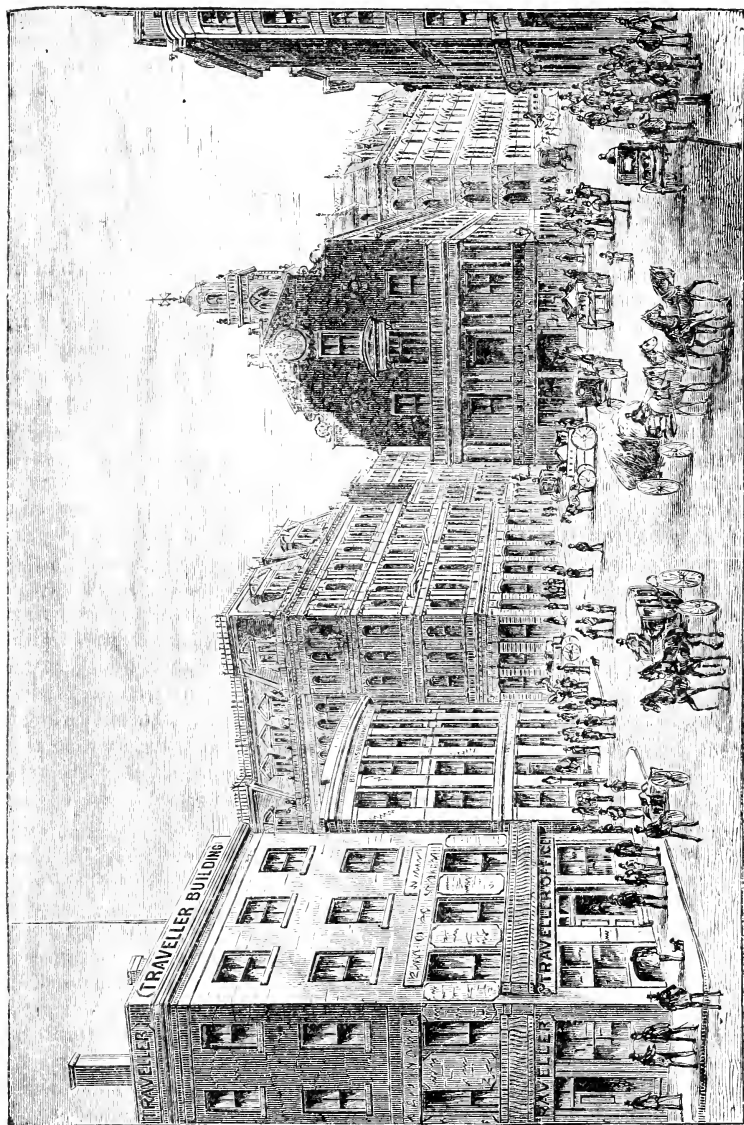
Two of the newer clubs, the Puritan and the Algonquin, are established in the West End, one in the old and the other in the new part. The club-house of the former is on Beacon Street, below the Somerset Club; that of the latter on Commonwealth Avenue, nearly opposite the Hotel Vendome, a building especially designed for the use of the club by C. F. McKim.

IV. THE CENTRAL DISTRICT.



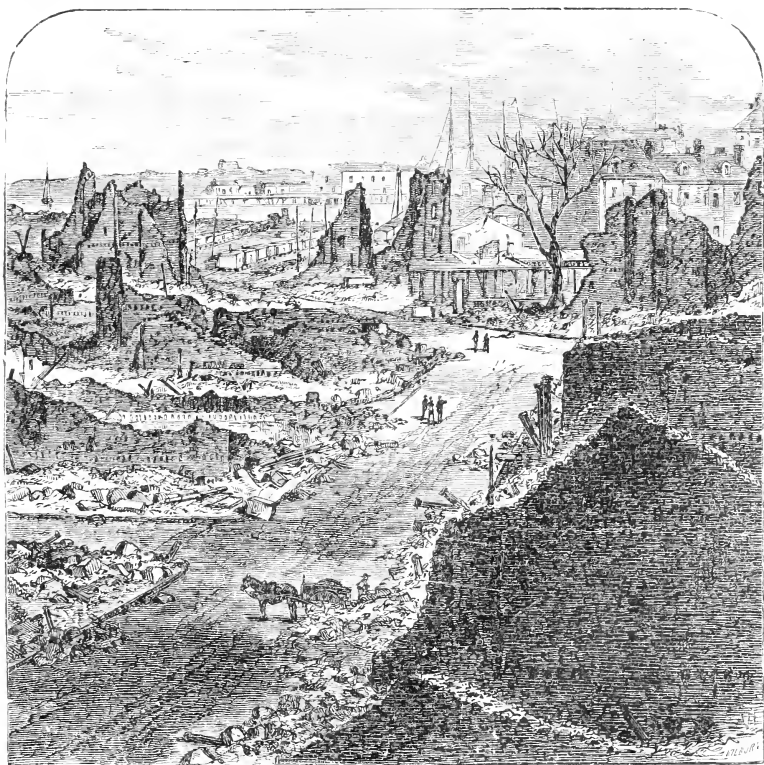
E come now to a district smaller than either of those that have been described, but much more compact in form, and more crowded with buildings, which are at the same time by far the largest, the most elegant, and the most costly that the city can boast. Although in the immediate vicinity of the wharves at the North End some branches of wholesale trade still flourish, and in the neighborhood of Faneuil Hall there are large establishments for the supply of household stores and furnishing goods of various descriptions, while there are very few districts in the city which have not retail supply stores of all kinds in their immediate neighborhood, in general, it may be said that the district bounded by State, Court, Tremont, Boylston and Essex Streets is the great business section of the city. State Street is the headquarters of bankers and brokers, — the money-centre of the city. Pearl Street was until 1872 the greatest boot and shoe market in the world, and a portion of the trade has returned to the neighborhood, though its centre is on Bedford Street. On Franklin, Chauncy, Summer, Devonshire and neighboring streets are the famous establishments that make Boston the leading market of the country for dry-goods. Boston also stands first among American cities in its receipts and sales of wool, and the dealers in this staple are clustered within the district we have circumscribed. The wholesale merchants in iron, groceries, clothing, paper, in fancy goods and stationery, in books and pictures, in music and musical instruments, in jewelry, in tea, coffee, spices, tobacco, wines and liquors, — in fact, in all the articles that are necessities or luxuries of our modern civilized life, — have still their places of business within it. The retail trade, too, is domiciled here, convenient of access to dwellers in the city and shoppers from the suburbs. The army of lawyers is within the district, or just upon its borders. The great transportation and the various express companies have their offices here. The daily papers are also congregated within it, and nearly all the theatres.

Much that is interesting in Boston's history has occurred in this part of the city, but very few of the buildings that are reminders of events long past remain. Even Fort Hill, one of the historical three, has been wholly removed, and the broad plain where it once stood has been made available for building purposes. The earth thus removed was used in carrying forward two other great improvements, — the one to enlarge the facilities for rapid and economical transaction of business, the other to convert a low, swampy, and unhealthy neighborhood into a dry and well-drained district, — the grading of the marginal Atlantic Avenue and the raising of the Suffolk Street district.



View at the Head of State Street.

The "great fire" of November 9th and 10th, 1872, occurred within this district. The accompanying sketch gives the most picturesque, while necessarily an inadequate idea of the scene of desolation that prevailed over sixty-five acres of territory when the fire had at last been conquered. The fire broke out

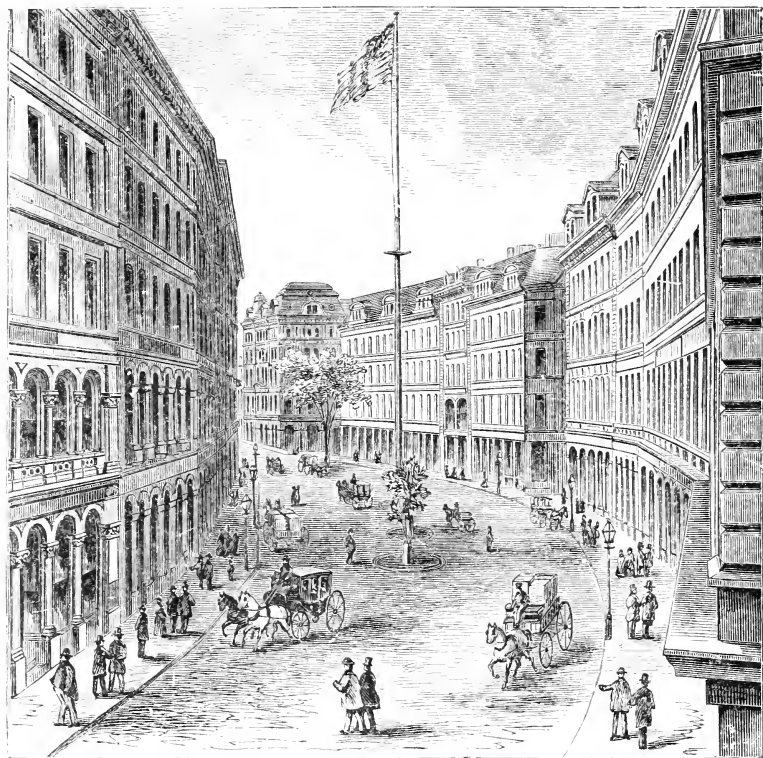


The Spot where the Fire began.

at the corner of Summer and Kingston streets, and it did not cease to spread until it had burned twenty hours. It destroyed 776 buildings, of which 700 were of brick or stone and 67 of wood. The valuation of these buildings for purposes of taxation was \$ 13,591,300, the true value about \$ 18,000,000. The value of personal property destroyed was about \$ 60,000,000. Fourteen persons lost their lives in the fire, of whom seven were firemen. The sum of \$ 320,000 was raised in Boston alone, no outside help being accepted, for the relief of distress and poverty caused by the fire.

The visible traces of this most disastrous fire are now completely effaced,

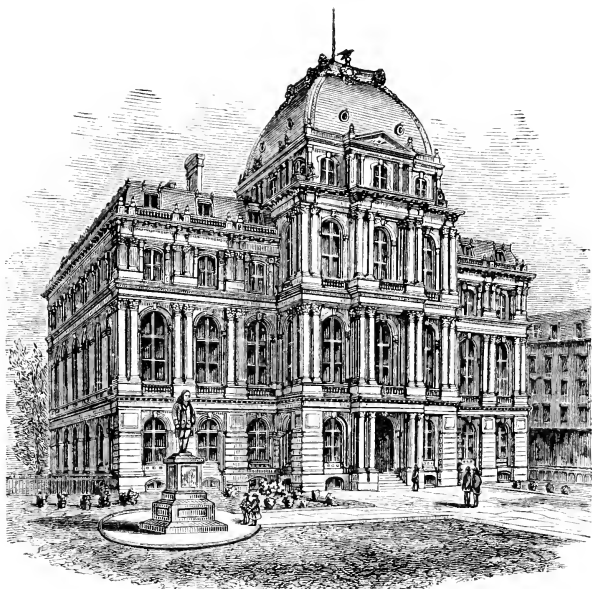
and the buildings in this part of the city are as a whole incomparably more convenient, commodious, beautiful, and artistic than those which preceded them. Let any one, for proof of this, stand at the head of Franklin Street and compare its present appearance with the faithful representation given here of its aspect before the fire.



View of Franklin Street as it was before the Fire.

Although this Central district is preëminently the business section of the city, it contains several public and semi-public buildings which perhaps deserve the first attention. And the list should properly be headed by the magnificent City Hall, which is one of the most imposing specimens of architecture in the city. It was in 1830 that the city offices were removed from Faneuil Hall to the Old State House, which had been remodelled for the purpose. But only a few years elapsed before it became necessary to remove thence. Successive city governments having refused to sanction the erection of a suitable City Hall,

the Old Court House, which stood on a part of the site of the present City Hall, was converted into a city building in 1840, and all the offices of the city were removed thither. In 1850 the question of making additions to the old City Hall or of erecting a new one re-appeared in the city council, and after agitation of the subject from year to year the necessary orders for a new building were passed in 1862. The sum originally asked for and appropriated was \$160,000, but the building actually



City Hall.

cost, before it was occupied, more than half a million dollars. The corner-stone was laid on the 22d of December, 1862, — the anniversary of the landing of the Pilgrims at Plymouth, and the building was completed and dedicated on the 18th of September, 1865. The tablet in the wall back of the first landing perpetuates in beautifully worked marble the statement that the dedication took place on the 17th of September, the two hundred and thirty-fifth anniversary of the settlement of Boston; but as that day fell that year on Sunday, the ceremony actually took place on the following day.

The style in which this building has been erected is the Italian Renaissance, with modifications and elaborations suggested by modern French architects. The material of the exterior is Concord granite. The Louvre dome, which is surmounted by an American eagle and a flagstaff, is occupied within by some of the most important offices of the city. Here is the central point of the fire-alarm telegraphs. Most of the officers of the city have commodious and comfortable quarters within the building, but it is not large enough for all, and the pressing necessity for more room has been met by hiring offices outside.

In the lawn in front of the City Hall stand on one side the bronze statue of Benjamin Franklin, and on the other that of Josiah Quincy. The Franklin statue was formally inaugurated, with much pomp and ceremony, on the 17th of September, 1856. It originated in the suggestion made by the Hon. Robert C. Winthrop, in an address before the Massachusetts Charitable Mechanic Association in 1852. A public subscription to the amount of nearly \$20,000 furnished the means. The artist was R. S. Greenough, who was born almost within sight of the State House, and all the work from beginning to end was done in the State. The statue is eight feet in height, and stands upon a pedestal of verd antique marble, resting on a base of Quincy granite. In the die are four sunken panels, in which are placed bronze medallions, each representing an important event in the life of the great Bostonian to whose memory the statue was raised. This is one of the best public statues in Boston.

The statue of Josiah Quincy was unveiled in October, 1879. The sculptor was Thomas Ball, and the means for its erection were drawn from the trust-fund established in 1860 by Hon. Jonathan Phillips, who bequeathed to the city \$20,000, "the income from which shall be annually expended to adorn and embellish the streets and public places." From this fund the cost of the Winthrop and Adams monuments, elsewhere described, was also met. The figure is much above life size, and stands on a pedestal of Italian marble; the height of the whole being eighteen and a half feet. The pedestal was also designed by Ball. The inscription is an epitome of biography, as follows:—

JOSIAH QUINCY.

1772-1864.

MASSACHUSETTS SENATE, 1804.

CONGRESS, 1805-1813.

JUDGE OF MUNICIPAL COURT. 1822.

MAYOR OF BOSTON. 1823-1828.

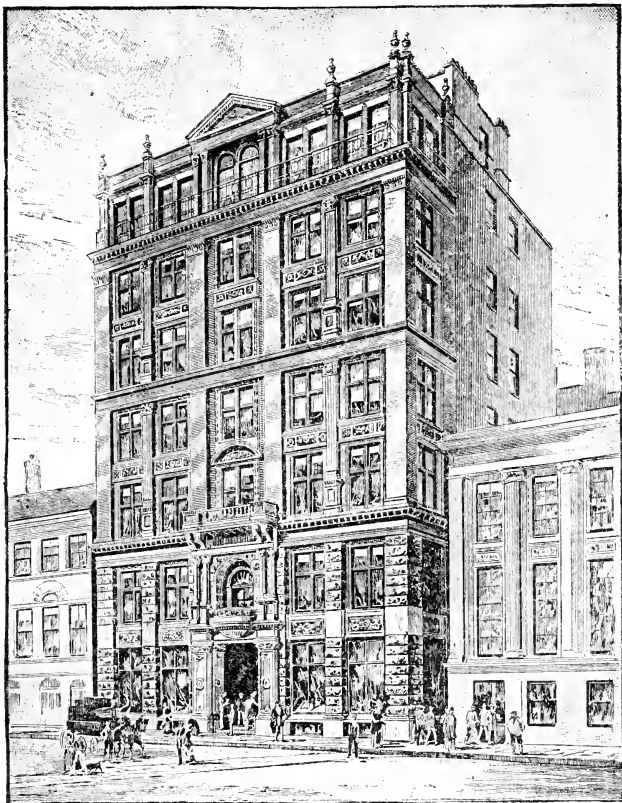
PRESIDENT OF HARVARD UNIVERSITY, 1829-1845.

The County Court House is back of the City Hall, in Court Square, fronting on Court Street. It was erected in 1833 and is a substantial but plain and gloomy-looking building, with a massive Doric portico on the front, supported by huge columns of fluted granite. For years there has been a movement for a new court house, the present being dingy and inconvenient, and located in a noisy neighborhood. At length, in 1885, among the several sites suggested for a new structure, that on the north side of Pemberton Square was selected, and practical work begun. The United States Courts, which are now established in the Post Office building, for many years occupied the building at the corner of Tremont Street and Temple Place, which the Weld estate bought in 1885 and altered for business purposes, by raising the whole structure and adding two new stories below. The stone church next to it, St. Paul's Episcopal, was built in 1819-20, and consecrated the 30th of June, the latter year. Its walls are of gray granite, the Ionic columns in front of Potomac sandstone laid in courses. The interior is finely finished. One of the finest of the newer business build-

ings in the Central District is that of the Massachusetts Hospital Life Insurance Company, No. 50 State Street, of which we give a view. Opposite the Hospital Life Building is the new Stock Exchange, now (February, 1890) in course of construction.

Farther down State Street on the right hand side is the new building owned by J. N. Fisk. In the middle of the next block on the left hand side is The Richards, a fine white marble structure owned by C. A. Richards.

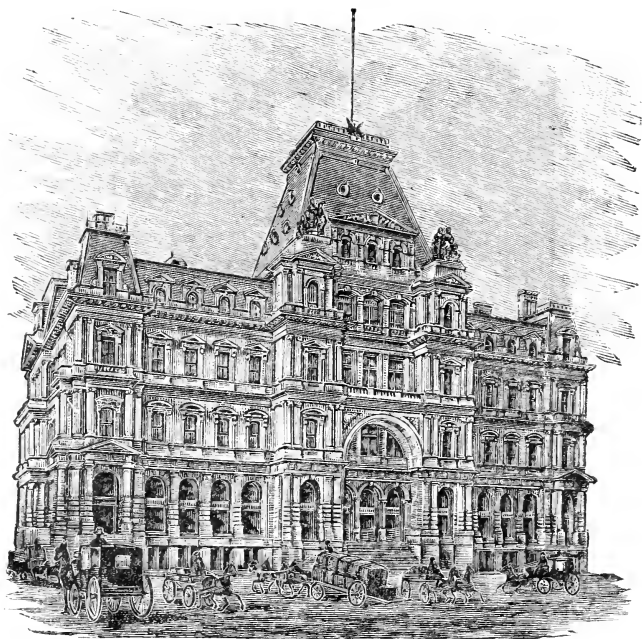
Another notable public building in this district is the United States Post-Office and Sub-Treasury. The land on which it stands cost \$1,300,000; the half of



Massachusetts Hospital Life Insurance Building.

the building first completed begun in 1869, cost \$2,500,000, and the other half, finished in 1885, cost over \$3,000,000. Its architecture is "Renaissance." The fronts on Post-Office Square and Devonshire Street are over 200 feet long, and those on Water and Milk Streets nearly as long. The street story is 28 feet high, and its massive piers uphold the two floors above, over which rises an immense iron roof. Four broad and well-lighted corridors parallel with the adjacent streets run around the ground-floor, partly surrounding the great work-room of the office. The Sub-Treasury, in the second story, accessible from Milk Street or Water Street, is a splendid hall, 50 feet high, adorned with rich marbles and other costly trimmings.

To the east of the Post-Office is a broad, open place surrounded with fine buildings, and called Post-Office Square. The façade on the side, which is the



The Post-Office. Post-Office Square Front.

front of the building, is adorned with several towers, on two of which stand sculptured groups, of heroic size, by Daniel C. French. Facing the building, the left-hand group represents Labor supporting the arts and domestic life ; Labor, a stalwart figure, with his right arm supported by the horn of the anvil against which he is leaning. Under his right arm are the mother and child, and at his left a graceful woman supporting a vase on her knee, while at her feet lie sculptured masks and capitals. The group at the right represents the forces of steam and electricity subdued and controlled by Science. The central figure is Science, with her foot resting on a closed volume, — her undiscovered secrets, — and supporting on her left arm a horseshoe magnet with a thunderbolt as an armature. Crouching at her feet is a gigantic slave with riveted cap, and hands chained to a locomotive wheel, while about his feet are clouds of steam and fragments of machinery. At her right is disclosed the Spirit of electricity, from whom she is throwing back her drapery by which he has been veiled, and he stands (on a blazing thunderbolt) ready to dart forth to “put a girdle round the earth,” which lies at his feet, as soon as he shall receive the message for which he is listening.

The exterior walls of the Post-Office are of Cape Ann granite, and their substantial character was demonstrated in the "great fire" of 1872. At that time only the first half of the building was built. The fire clearing away the buildings on the square beyond that part of the structure, the way was opened for a return to the original plan for the extension, which had been considerably modified on account of the high price demanded for the land and the difficulty of procuring the entire lot. Congress was asked to make an additional appropriation for the purchase of the remainder of the square, and for the extension of the building over it. This was readily granted on condition that the streets surrounding the building should be so widened as to give additional protection against fire and improve its architectural appearance. Strong opposition to the condition arose from owners of estates whose value, they contended, would be impaired by such street widening, and by other citizens who thought the city was too heavily burdened to undertake such a costly work; but this was eventually overcome, the necessary legislation obtained, and the appropriation secured. Then further difficulty was met when the owners were asked to set a price upon their land. The courts were appealed to, and even the government was appalled at the price awarded. Finally, however, by dint of skillful negotiations, all obstacles were cleared away, the entire lot acquired, and the work upon the extension proceeded. This was begun in the fall of 1875, and completed, as already stated, in 1885.

The Boston Post-Office has been a migratory institution for a long time. During the siege of Boston it was removed to Cambridge, but was brought back again after the evacuation of the town by the British. In the one hundred years preceding its establishment in its own building it had been removed at least ten times. For the eleven years immediately preceding the fire it was in the Merchants' Exchange Building in State Street, that being its third occupation of those quarters. After the fire it was temporarily in Faneuil Hall, and later in the Old South Church, from which it removed to the present building.

The Custom-House stands on Broad Street corner of State. It was begun in 1837, two years after it had been authorized by Congress, and was ten years in building. It is in the form of a Greek cross, and the exterior is in the pure Doric style of architecture. The walls, columns, and even the entire roof, are of granite. The massive columns, which entirely surround the building, are thirty-two in number. Each of them is five feet two inches in diameter and thirty-two feet high, and weighs about forty-two tons. The building rests upon three thousand piles. It is supposed to be entirely fireproof. It cost upwards of a million dollars, including the site and the foundations. The interior was thoroughly renovated during the term of Collector Beard, who served from the spring of 1878 to May, 1882, when he was succeeded by Roland Worthington, of "The Traveller." Leverett Saltonstall is the present collector, appointed November, 1885.

Beyond the Custom-House, at the foot of State Street, is Long Wharf, which was built about the year 1710, and first bore the name of Boston Pier. The

Abbé Robin described it as "a superb wharf advancing nearly two thousand feet



Custom-House.

into the sea, wide enough along its whole length for stores and shops." It was lined with warehouses, and at the end was a battery of heavy guns. In 1673 a long pier called the Barri-cado was built from the North Battery at Copp's Hill to the South Battery at Fort Hill, with several openings to admit vessels. This work enclosed the Town Cove, in which the shipping lay, and was designed to prevent an attack by the

Dutch or the French. Having no commercial value, when the danger of invasion was over it was allowed to decay, and the site is now occupied by the broad Atlantic Avenue.

Two of the oldest church-buildings in the city are left within the limits of the Central District, surrounded by business structures, only one of them occupied as a house of worship. The Old South Society, whose new edifice is described elsewhere, was the third Congregational Society in Boston, and was organized in 1669, in consequence of a curious theological quarrel in the First Church. The first Old South meeting-house, erected in 1669, on the corner of what are now Washington and Milk streets, stood for sixty years. It was of cedar, and had a steeple. It was taken down in 1729, when the present building was erected on the same spot. This now historic meeting-house is perhaps the most noted church edifice in the United States. It is internally quaint and interesting, although the old pulpit and the high box-pews have been removed, and the double tier of picturesque galleries are partly overlaid with portraits and other antiques from the historic families of New England. But a tablet which stands above the entrance on the Washington Street side of the tower gives concisely the main facts. The Old South is frequently mentioned on the pages devoted to the history of Boston before and during the Revolution. When the meetings of citizens became too large to be accommodated in Faneuil Hall,

then much smaller than now, they adjourned to this church. Here Joseph Warren stood and delivered his fearless oration, on the anniversary of the massacre of March 5, 1770, in defiance of the threats of those in authority, and in the presence of a marshalled soldiery. Here were held the series of meetings that culminated in the destruction of the detested tea, on which the determined colonists would pay no tax. In 1775, the British soldiers occupied this meeting-house as a riding-school, and place for cavalry drill. They established a grog-shop in the lower gallery, which they partially preserved for spectators of their sport. The rest of the galleries were torn down, and the whole interior was stripped of its woodwork. The floor they covered with about two feet of dirt. In 1782 the building was thoroughly repaired and put in very much its late condition. The first Election sermon was delivered in the Old South Church in 1712, and the ancient custom was observed up to the year 1872. In 1876 the Old South Society sold the church, to be torn down and replaced by commercial buildings. But certain Bostonians, loath to see such a sacrilege, bought the ancient edifice, and the land on which it stood, for about \$430,000, a large portion of which has been raised and paid, by private efforts. The church is now a loan museum of curious historical relics, Revolutionary weapons, flags, quaint old furniture, portraits of the New England fathers, and other interesting objects. It is open daily, and the entrance-fees go toward the preservation-fund.



Old South Church before the Fire.

The Province House was on Washington Street near the Old South, nearly opposite the head of Milk Street, and had a handsome lawn in front, embellished with oak-trees. It was a dignified brick building three stories high, with a long flight of stone steps leading up to a portico, from which the viceroys used to address the people. The edifice was erected in 1679, and in 1715 was bought by the Province as a residence for its governors, being well fitted therefor by the size and splendor of its interior and the agreeableness of its surroundings. Here Shute, Burnet, Shirley, Pownall, Bernard, Gage, and Sir William Howe held their vice-regal courts. After the siege of Boston the building was occupied by State offices, and in 1811 it was given in endowment to the Massachusetts General Hospital, whose trustees leased the estate to

David Greenough for ninety-nine years. The new lessee erected a block of stores in front, and the Province House ultimately became a negro-minstrel hall. In 1864 it was burned, and only the walls were left standing, which are now covered with mastic, and serve as the exterior of a new structure. The old Province House was charmingly described by Hawthorne, in his "Twice-Told Tales."

The land along Washington Street, between Milk Street and Spring Lane, belonged originally to John Winthrop, who built his house thereon, in order to be conveniently near the spring of clear water from which Spring Lane derives its name. In the winter of 1775 Winthrop's house was pulled down by the British troops, to be burnt at their camp-fires. Under its thatched roof the governor often entertained the envoys and chiefs of the adjacent Indian tribes, and conciliated them by diplomatic feasts. The remains of the Puritan saint are in the King's Chapel Cemetery ; his statue (by Greenough) is at Mount Auburn, a duplicate of which stands in Scollay Square, Boston. His estate on Washington Street was bequeathed by Madam Norton to the Old South Church, which is the richest in the country, except Trinity Church in New York. His descendants are still living in honorable station.

King's Chapel, standing at the corner of School and Tremont Streets, also has its history, hardly less interesting than that of the Old South. It is, as is well known, the successor of the first Episcopalian church in Boston. There were a few of the early settlers in the town who belonged to the Church of England. In 1646 they asked for liberty to establish their form of worship here "till inconveniences hereby be found prejudicial to the churches and Colony ;" but they were very decidedly rebuffed, and no more was heard of the matter for many years. The Church of England service was, however, introduced by the chaplain to the commissioners from Charles II., in 1665, and from that time there was little hindrance to its use. Nevertheless, it was not until twelve years after this that a church was actually formed, and not until 1686 that steps were taken to erect a building to accommodate it. Governor Andros in that year greatly offended the consciences of the Old South people by determining to occupy the Old South for an Episcopal Church, and by compelling them to yield to him in this matter, though very much against their will. However, about that time, the church was built on a part of the lot where stands the present building. It is not possible to ascertain how the land was procured for the purpose ; and some have believed that Andros appropriated it in the exercise of the supreme power over the soil which he claimed by virtue of the delegated authority of the king. The new church was occupied in July, 1689. In 1710 the building was enlarged, but by the middle of the century it had fallen to decay, and it was voted to rebuild with stone. The present building was first used August 21, 1754. During the British occupation of the town it was left unharmed. While the Old South Meeting-House was undergoing repairs of the injuries sustained in its occupation as a military riding-school, the society of King's Chapel gave to that society the free use of its church. When the

Old South people returned to their own house, the proprietors of King's Chapel voted to return to their old form of worship, with extensive alterations in the liturgy, adapting the Church of England service to the Unitarian doctrine. And thus the first Episcopal Church became the first Unitarian in Boston.

Adjoining this ancient church is the first burial-ground established in Boston. It is not exactly known when it was first devoted to the burial of the dead. There is some dispute over the question whether Mr. Isaac Johnson, one of the most prominent of the colonists, and also one of the first to pass away, was or was not buried here. It is, however, certain that this was the only graveyard in Boston for the first thirty years after the settlement. The visitor to this yard will be apt to notice the very singular arrangement of gravestones alongside the paths. They were taken from their original positions years ago, by a city officer, who was certainly gifted with originality, and reset, without the slightest reference to their former uses or positions, as edgestones or fences to the paths. There are many very old gravestones in this yard. These, at least, date back to the year 1658. One of these stones has a history. At some time after the interment of the good deacon it commemorated, the stone was removed and lost ; but it was discovered in 1830 near the Old State House, several feet below the surface of State Street. It is of green stone, and bears this inscription : —

HERE : LYETH
THE : BODY : OF : MR
WILLIAM : PADDY : AGED
58 YEARS : DEPARTED
THIS : LIFE : AUGUST : THE [28]
1658.

On the reverse is this singular stanza of poetry : —

HEAR . SLEAPS . THAT
BLESED . ONE . WHOES . LIEF
GOD . HELP . VS . ALL . TO . LIVE
THAT . SO . WHEN . TIEM . SHALL . BE
THAT . WE . THIS . WORLD . MUST . LIUE
WE . EVER . MAY . BE . HAPPY
WITH . BLESSED . WILLIAM PADDY.

A great many distinguished men of the early time were buried in this enclosure, and several of the tombs and headstones still bear the ancient inscriptions. The tomb of the Winthrops contains the ashes of Governor John Winthrop, and of his son and grandson, who were governors of Connecticut. All three, however, died in Boston, and were buried in the same tomb. Not far away is a horizontal tablet, from the inscription on which we learn that "here lyes intombed the bodyes" of four "famous reverend and learned pastors of the first church of Christ in Boston," namely, John Cotton, John Davenport, John Oxenbridge, and Thomas Bridge. In this abode of the dead are also the

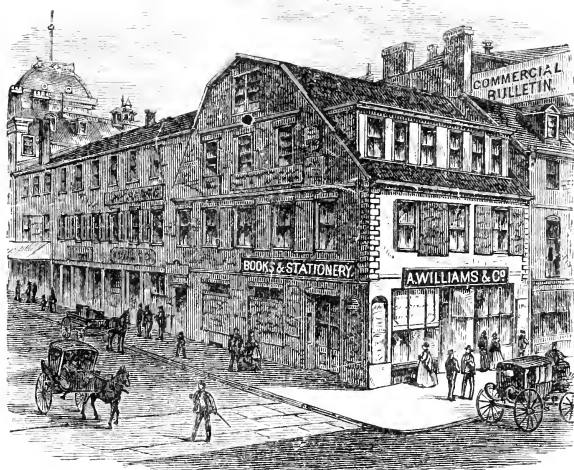
graves and the remains of many of the most famous men of the early days of Boston, — the Sheafes, the Brattles, and the Savages, among others. The next to the oldest stone remaining in the yard is that of Mr. Jacob Sheafe, one of the richest merchants of his time, who died in 1658. This burying-ground has not been used for interments for a very long time. It is occasionally opened to visitors.

In the granite building on Tremont Street beyond King's Chapel, and adjoining the old burial-ground, is the Massachusetts Historical Society. It has a library of 27,000 volumes, 60,000 pamphlets, and many rare manuscripts. Many ancient portraits adorn the walls, while relics of Washington and the Puritan governors and of King Philip, the chair of Governor Winslow, and the swords of Governor Carver, and Church the Indian-fighter, are carefully preserved here. The most interesting of the portraits are those of Increase Mather and Sebastian Cabot. Among the manuscripts are voluminous writings of Governor Winthrop, Governor Hutchinson (eleven volumes), the historian Hubbard, Governor Jonathan Trumbull of Connecticut, the Rev. Dr. Jeremy Belknap, and other New England worthies, and the manuscript of Washington's address to the officers of the American army. Another rare curiosity is a copy of the Indian Bible, which was translated by the Apostle Eliot, and cannot now be read by any person living. The innermost room is occupied by the Dowse Library, a bequest of nearly 5,000 richly bound books, precious by reason of their rarity and antiquity. The society is the oldest of its kind in America, and includes among its membership many of the most honored names of New England. This building is open daily.

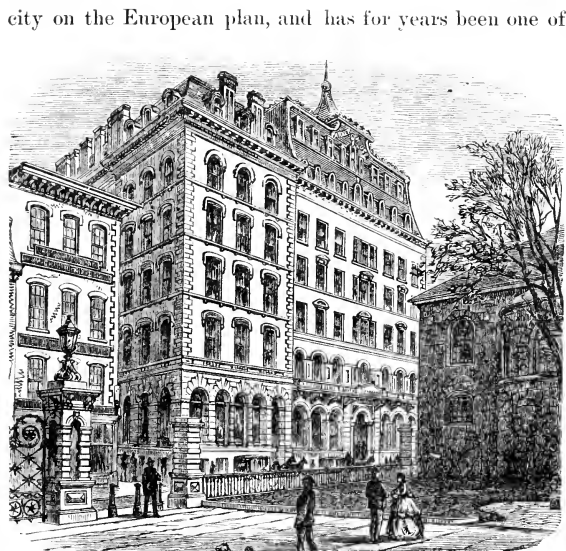
In the rear of the Historical Building and King's Chapel was the ancient Latin School, from which School Street derived its name. It was founded in 1634, and among its students were Franklin, Hancock, Sam Adams, Cotton Mather, Robert Treat Paine, and Sir William Pepperell. About the year 1750 the school was removed to the present site of the Parker House, and here Harrison Gray Otis, Robert C. Winthrop, Horatio Greenough, Charles Sumner, and others who became renowned, conned their lessons through the long days of their youth. A little farther east, near the site of the City Hall, was the house of Isaac Johnson, one of the first settlers of Boston; and James Otis, the Revolutionary orator, lived close by. Farther down School Street was the ancient church of the French Huguenots, built in 1704, and presented with a Bible by Queen Anne, and with a communion-service by Mr. Faneuil; and on the north corner of School and Washington Street, is one of the oldest buildings now standing in the city. This is the "Old Corner Book Store." It was built in 1712 by Thomas Crease. It was at first an apothecary store on the ground floor kept by the owner, and dwelling above. Several shopkeepers succeeded him in following years. In 1828 Carter and Hendee occupied it for a bookstore, and to that use it has since been devoted. In 1832 Allen & Ticknor, the lineal ancestors of the present firm of Houghton, Mifflin & Co., took the stand and this house held it under the successive managements of William D

Ticknor, Ticknor, Reed, & Field, and Ticknor & Fields, until 1865. It is now occupied by Dammell & Upham, the successors of A. Williams & Co. The Old Corner Store stands in very nearly its original form, and is one of the best and most substantial examples of a style of architecture that has gone wholly out of vogue.

The Parker House, on School Street, near the corner of Tremont, was the first hotel established in the



Old Corner Bookstore



The Parker House.

city on the European plan, and has for years been one of the most prominent of the many leading hotels of Boston. The late proprietor of the Parker House, Mr. Harvey D. Parker, began in a small way in another building, and gained a reputation for providing the best that the market afforded, which the present Parker's has never suffered itself to lose. The house is elegant externally, and sumptuously furnished within. It is patronized very extensively by persons travelling for pleasure, and is a universal favorite with visitors as well as citizens. Its pros-

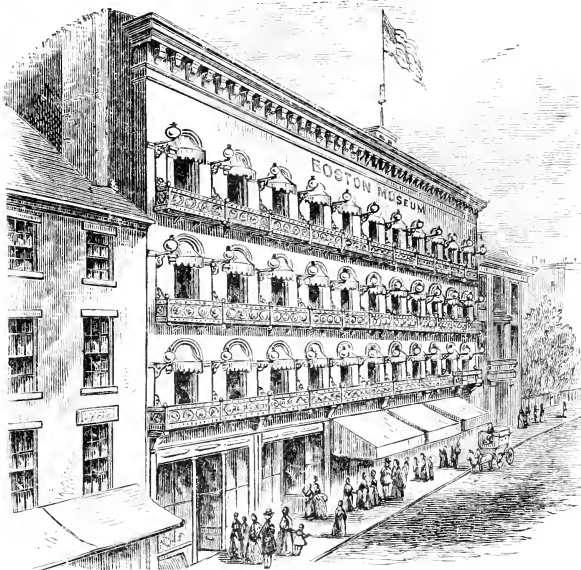
perity has been so great that the proprietors several years ago were obliged to make an addition of two stories to their original building, and to purchase an estate on the corner of Tremont Street. This newer portion consists of a six-story marble building of fine architectural appearance. Parker's has large public dining-room, a café, and several attractive private dining-rooms. Directly opposite the Parker House, on the corner of Washington and Beacon streets, is the imposing New Albion, occupied by Houghton & Dutton.

Young's Hotel is a short distance from Parker's, fronting on a court in the rear of the Rogers Building, which stands on Washington Street opposite the head of State. The hotel extends to Court Square and Court Street. The portion occupying the corner of Court Square and Court Street was built in 1881-82. It is seven stories high, and is constructed of light sandstone, highly ornamented. In the addition is the ladies' restaurant, the entrance to which is through a noble vestibule on the Court Street side. This dining-room is a hundred feet long and thirty-one feet wide. It is elaborately and richly decorated, and sumptuously furnished. At the end is a high, ornamented mantel and open fire-place built up of the Chelsea tile. There are other large dining-rooms and a café for gentlemen, the main dining-room being in the older portion of the house, and itself finely decorated, though not so lavishly as the ladies' dining-room. Young's is now one of the largest of the hotels in the city. Like Parker's it is conducted on the European plan. The present proprietor is Joseph Reed Whipple, formerly of the Parker House. It was established by Mr. George Young, long a popular landlord, in 1845, and succeeded "Taft's Coffee House."

The building adjoining the new portion of Young's Hotel, on Court Street, is the Sears Building. This occupies the corner of Court and Washington streets, fronting on the latter, directly opposite the Old State House. It is built in the Italian-Gothic style of architecture, and the external walls are constructed of gray and white marble. It is occupied by banks, insurance companies, a score or more of railroad companies, engineers, treasurers of companies, etc. This elegant structure is one of many belonging to the Sears estate. It was built in 1868-69 and cost about three quarters of a million dollars. The other corner of Washington and Court streets is occupied by a building belonging to F. L. Ames, now (February, 1890) in course of construction.

On Tremont Street, next the Historical Society's building, and near the head of the street, is the Boston Museum, by far the oldest of the places of amusement in Boston. In 1841, Mr. Moses Kimball organized and opened the "Boston Museum and Gallery of Fine Arts," at the corner of Tremont and Bromfield Streets. In connection with the museum was a fine music-hall, where the drama very soon found a home. The present building was erected by Mr. Kimball in 1846, and the first entertainment was given in it on the 2d of November in that year. The museum proper was for many years large and interesting, and occupied numerous alcoves in the large hall on Tremont Street, and several capacious galleries. Now, however, the museum is of little importance,

and the theatre is the main attraction. This has been several times entirely reconstructed, and is at present one of the handsomest, most complete, and brightest playhouses in the city. It is finely decorated and upholstered; and much care is given to the ventilation. An excellent stock company presents the best of dramatic novelties, making the Museum a first class comedy theatre; and the "star" and "combination" systems are occasionally used. The Museum



Boston Museum.

is a great favorite with all classes of patrons of the drama. It has been under the management of Mr. R. M. Field since 1863; and the veteran comedian Mr. William Warren, was a member of its company, with the single exception of one year, from 1847, until his retirement at the close of the winter season of 1882-3.

On the corner of Tremont and Court Streets, where a fine brown stone structure called the Hemenway Building now stands (see cut on page 87), until 1883 stood an old building which was conspicuous among its neighbors as the house in which General Washington stayed during his visit to Boston in 1789, when Hancock turned him the cold shoulder. On Tremont Row, in this vicinity, was the court-quarter of old Boston, where stood the houses of Governor Endicott, Sir Harry Vane, and Richard Bellingham, and the eminent divines Cotton, Oxenbridge, and Davenport.

On Tremont Street just beyond School Street, south, and opposite the Tremont House, — which has been described in the previous chapter, — is Tremont Temple. It occupies the site of the old Tremont Theatre, and is one of the best known halls in the city for public assemblies of all kinds. The present is the third building on this site known as Tremont Temple. The first was the Tremont Theatre remodelled, in 1843, for the establishment of a popular Baptist Church. This building was destroyed by fire in March, 1852. The next

year a new building was completed which in turn was burned in August, 1879. The present building was completed in October, 1880. It was in the hall of the second building that Mr. Charles Dickens gave his readings in Boston on his last visit to America, and it was selected on account of its great capacity and admirable acoustic properties. The present audience-room is one hundred and twenty-two feet long, seventy-two feet wide, and sixty-six feet high, with deep, encircling galleries. It can seat comfortably 2,600 persons. It is provided with a fine Hook and Hastings organ. Beneath the large hall is a smaller one, known as the Meisonaon, with an entrance through a long passage-way from Tremont Street. The Temple is occupied on Sundays by the Tremont Temple Baptist Church, which was established in 1839, and for which the hall was originally constructed. Several Baptist missionary and publication societies also have their headquarters in the building. The great hall has been celebrated, of late years, as the place where the Rev. Joseph Cook has discussed theological and secular questions in the "Monday Lecture" before large audiences.

A fine piece of architecture is the Horticultural Hall on Tremont Street, between Bromfield Street and Bosworth Street. It was erected by the Massachusetts Horticultural Society, and is one of the most perfectly classical



Horticultural Hall and Studio Building.

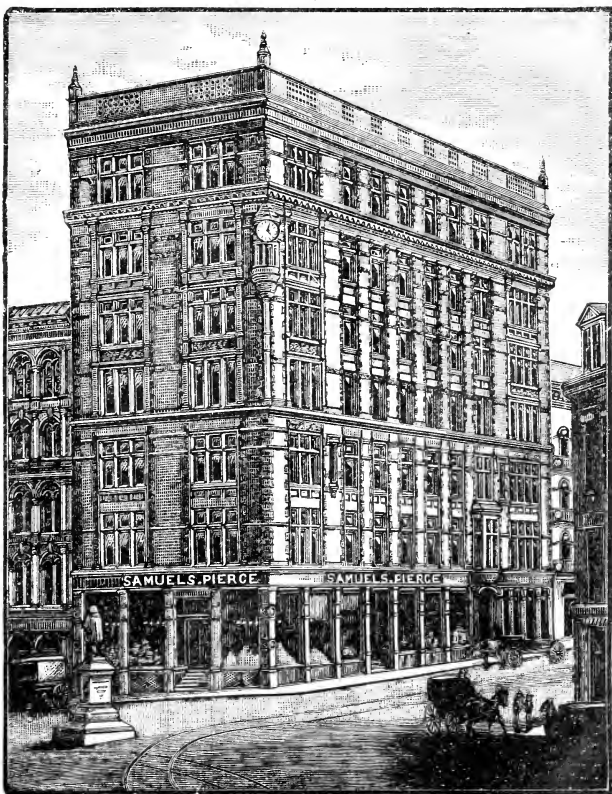
buildings in the city. It is built of white granite, beautifully dressed, and the exterior is massive and elegant in proportion. The front is surmounted by a granite statue of Ceres; and on the north and south buttresses of the second stories are ideal statues in granite of Flora and Pomona by Martin Milmore. The

lower floor of the building is occupied for business purposes, and above are two halls, not very large, yet adapted not only to their original purpose, for the meetings and exhibitions of the society, but for parlor concerts, lectures, social gatherings, and fairs.

The Studio Building, shown in the accompanying illustration, stands on the opposite corner of Bromfield Street. This building was at one time a headquarters of the artists of Boston, but now many of them are located elsewhere. Besides the devotees of art, there are many private teachers of music and the languages in the Studio Building, and a few of the rooms are occupied as bachelors' apartments.

Standing on Tremont Street, at the head of Hamilton Place, and looking down the place, one may see the side entrance to a plain and lofty brick building without ornament or architectural pretensions of any sort. This building is the Boston Music Hall, one of the noblest public halls in the world. It was built by private enterprise, and first opened to the public in 1852. The acoustic properties of the hall are perfect. As Dr. Holmes has said, it is "a kind of passive musical instrument, or at least a sounding-board constructed on theoretical principles."

The hall is 130 feet in length, 78 in breadth, and 65 in height. The height is half of the length; the breadth is six tenths of the length, the unit being thirteen feet. The fine statue of Apollo, the admirable casts presented by Miss Charlotte Cushman and placed in the walls, and, above all, the magnificent statue of Beethoven, by Crawford, that stands on the platform, deserve the attention of every visitor



Hemenway Building, Cor. Tremont and Court Streets.

to the hall. For more than thirty years the most of the concerts of high character have been given here: the grand oratorio performances of the Handel and Haydn Society, the oldest musical organization in the United States, and the leading choral society in the country; the Symphony Concerts of the Harvard Musical Association; the deservedly popular concerts of the Boston Symphony Orchestra, established in 1881 through the liberality of Henry L. Higginson, which furnishes twice each week during the winter season the choicest music at a low price; the occasional concerts of the Apollo, Boylston, Cecilia, and other singing clubs; and those of individual artists, who, from Ole Bull and Parepa to Joseffy, have been heard within these walls. The great organ, long one of the attractions of the hall, was removed in 1884. Beneath the Music Hall is a small hall known as Bumstead Hall, the entrance to which is from the main entrance to the building from Winter Street. This is used principally for rehearsals.



The Boston Theatre.

the largest regular place of amusement in New England, and is in many respects one of the finest. It was built by a corporation composed of leading citizens in 1854, and was opened on the 11th of September of that year, under the management of Mr. Thomas Barry. There is a stock company connected with this

Not far from the Music Hall, on Washington Street between West and Boylston Streets is what might quite properly be called the "theatre quarter" of the city. Here, on the west side of the street, are the Boston, Bijou, and Park theatres, and on the east side the Globe theatre; while just beyond Boylston Street is the World's Museum, Menagerie, and Aquarium.

The Boston Theatre is the

theatre, but there are frequent "star" performances during the season, and this is the house usually engaged for the representation of Italian, German, French, and English Opera. Most of the great American actors, and many distinguished foreign actors and actresses, have appeared upon this stage. Jefferson and Owens, Booth and Forrest, Fechter and Sothorn, McCullough, Ristori, Salvini, Janauschek, Irving, Ellen Terry, and a host of others whose names are famous in the annals of the stage, have here delighted the Boston public ; while of opera-singers may be mentioned Nilsson, Lucca, Parepa Rosa, Kellogg, Phillipps, Patti, Gerster, and Hauck. Here, too, the gorgeous spectacular plays that have their seasons of prosperity have been presented in very complete form ; the greatest and most successful fairs ever held in Boston for charitable objects have been given here ; and the vast auditorium was the scene of the balls given in honor of the Prince of Wales and the Grand Duke Alexis.

The new Gaiety Musée and Bijou Theatre is just beyond the Boston Theatre. It occupies the site of the Gaiety Theatre, which flourished for several years, and which was constructed from a somewhat famous hall long known as the Melodeon. The Bijou is a dainty theatre, highly ornamented, and richly decorated. The prevailing shade of the interior decorations is a coppery hue, which lights up brilliantly. The house is so arranged that every seat commands a good view of the stage. There is but one spacious balcony, and two private boxes, which are removed entirely from the stage. The proscenium arch is of the horse-shoe form, and the arrangements of the stage are modern in all respects. The principal entrance to the auditorium is through what is called the annex, an addition built in 1888. The house was first opened on the evening of December 11, 1882, with a performance of Gilbert and Sullivan's "Iolanthe," which enjoyed a long run during the first season. It is now conducted by Keith and Batchelder, as a theatre for light opera and variety performances.

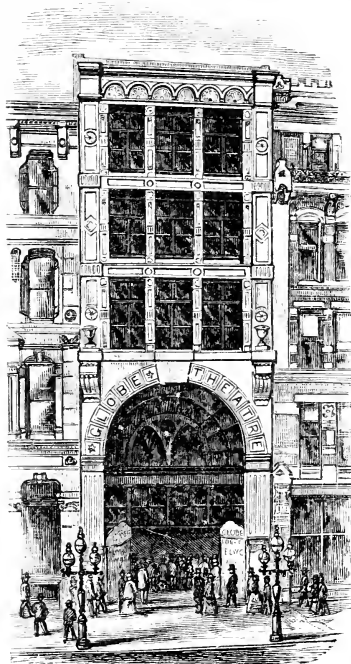
In this "theatre quarter," just beyond the Bijou, the Adams House looms up majestically. Its finely finished marble front terminates in three pyramid towers, and it rises seven stories. It is one of the largest and best hotels in the city, famous especially for the excellence of its *cuisine*. It is conducted on the European plan. George G. Hall is proprietor. On its site long stood the Lamb tavern built in 1745.

The Park is a small theatre, well arranged, and inviting in appearance. It was constructed from Beethoven Hall, and was first opened to the public on the evening of April 14, 1879. The dimensions of the auditorium are : sixty-three feet from the stage to the doors, sixty feet wide, and fifty feet high. The floor is divided into orchestra stalls and parquet, and orchestra circle ; the first two rows of the first balcony are called the balcony, and the seats behind them the dress-circle ; and the second balcony is the family circle and gallery. The house seats about 1,180, and it is so admirably arranged that all the seats command a good view of the stage. On either side of the stage are private boxes, attractively upholstered and provided with most comfortable chairs. The main

entrance to the theatre is through a broad and handsome vestibule, and there are ample exits, so that the house can be quickly emptied of a crowded audience. The Park has no stock company, but its entertainments are furnished by "stars," and leading New York dramatic companies. John B. Schoeffel is the manager.

The Globe Theatre is one of the most attractive of the play-houses of the city. The original theatre on this site was built in 1867 for Mr. John H. Selwyn, by Messrs. Arthur Cheney and Dexter H. Follett, and was at first known as Selwyn's Theatre. Colonel Follett subsequently disposed of his interest to Mr. Cheney. After two delightful seasons of comedy under Mr. Selwyn's management, Mr. Charles Fechter became manager, and was in turn succeeded

by Mr. W. R. Floyd. On Mr. Selwyn's retirement the name of the theatre was changed to the Globe. In May, 1873, on the morning of Decoration Day, the theatre was destroyed in the extensive fire on Washington Street. For a year after the site remained unoccupied, but in 1874 Mr. Cheney, with the coöperation of one hundred and fifty gentlemen, who paid \$1,000 each for the right to one seat each during the eighteen years' lease, rebuilt it in an enlarged form, and it was duly opened on the 3d December of that year. Mr. Cheney died in 1878, and for a brief season the theatre was conducted by Mr. John Stetson, who had, for a short time preceding Mr. Cheney's death, conducted it in conjunction with the latter. Then the house was closed for a season, and subsequently, in October, 1880, Mr. Stetson obtained a lease for ten years. Thereupon he freshened the theatre and added several improvements. The auditorium is sixty feet high, and of the usual horse-shoe form. It has, besides the parquet, two galleries and an intermediate row of mezzanine chairs. The stage is probably



The Globe Theatre.

the most perfect one in the country, being furnished with all approved appliances for the perfect setting of scenery. A departure, and it is believed the first, has been made from the otherwise universal practice of constructing stage floors, this being entirely level. The painted drop-curtain is admired by many, as well as the rich decoration and tasteful use of colors on the walls and ceiling, and the elegant drapery of the boxes. Beside the main en-

trance on Washington Street, there is a handsome one from Essex Street, which runs to the eastward from the former thoroughfare. On Essex street, years ago, Gilbert Stuart lived and painted. In later years Wendell Phillips lived here, near the corner of Chauncy, and only removed in 1882, when his house was taken down to make way for the extension of Harrison Avenue. His home until his death in 1884 was in Common Street, near by.

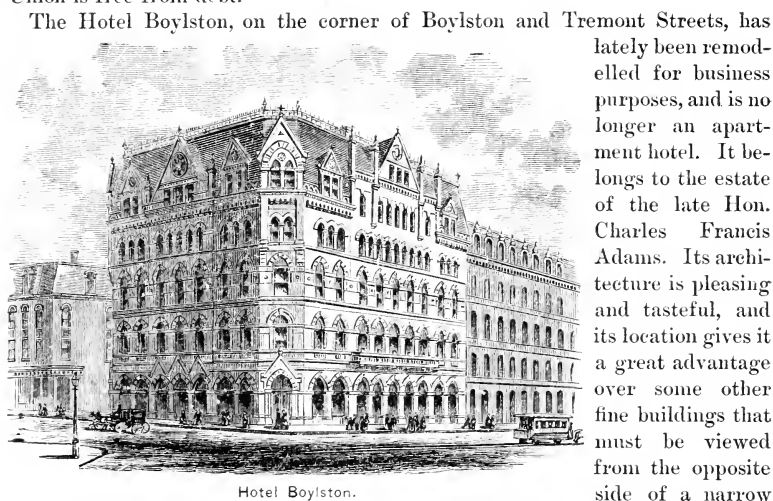
On Washington, corner of Boylston Street, lately stood the Boylston Market, a plain brick structure. This was built in 1809, and at that time its site was on the outer margin of the town. It was designed by Bulfinch, dedicated with a speech from John Quincy Adams, and presented with a clock by Boylston. A fine stone structure, erected in 1888 for the Continental Clothing House, now occupies the site of the old Market. The building opposite, near the corner of Essex Street, bears a brownstone bas-relief commemorating the famous elm which once stood on that site, of which Lafayette said : "The world should never forget the spot where once stood LIBERTY TREE." Here the Sons of Liberty used to assemble, before the Revolution, to organize resistance to British oppression. On Tremont Street, between Boylston and Mason streets, is the new and highly decorated Tremont Theatre, which has been built with many extensions in the building once occupied by Codman Hall.

On Boylston Street, midway between Washington and Tremont Streets, is the building of the Boston Young Men's Christian Union. This organization was instituted in 1851 and incorporated in 1852. Its building is a handsome structure with its clock-tower above the Gothic front of Ohio sandstone. The building contains parlors, reception-rooms, class and reading-rooms, apartments for games, for correspondence, and President and Directors' room, besides a gymnasium and a public hall. There is also a library of 7,000 volumes ; and the collection of curiosities includes, among many other things, 475 birds whose habitat is in Massachusetts. The Union Hall seats 520 persons, and has a stage and side-rooms suitable for theatricals, for which it is often hired. Norcross Hall (which also may be hired) seats 275 persons. During the spring and summer months of 1883 the building was considerably enlarged by the addition of a wing, so that the ground area now occupied is 11,000 square feet. By this addition the library and reading-room are considerably enlarged, the latter becoming the largest reading-room in the city. The area of the gymnasium is also enlarged. Many new appliances have, moreover



Young Men's Christian Union.

been added to the latter, and it is now one of the finest and best equipped in the city. The benevolent work of the Union includes an employment-bureau, a boarding-house committee; committees for receptions, Christmas and New Year's festivals to needy and worthy children, Thanksgiving dinners for members unable to be with kindred, clothing for poor children, "the country week" (vacations in the country for poor children), and rides for invalids; and a committee on churches (of all denominations). There are also ladies' committees associated in these and other charitable and kindly labors. Lectures, readings, dramatical and musical entertainments, and practical talks on matters of science, art, history, literature, and political economy are given during the winter season. Classes are held in a great variety of branches, and also social meetings and suburban excursions for information and pleasure. The Union is free from debt.



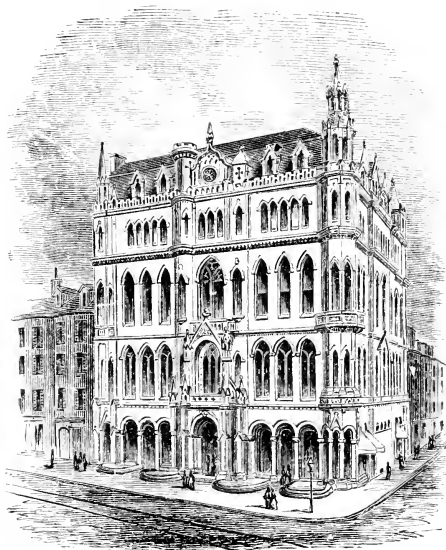
Hotel Boylston.

lately been remodelled for business purposes, and is no longer an apartment hotel. It belongs to the estate of the late Hon. Charles Francis Adams. Its architecture is pleasing and tasteful, and its location gives it a great advantage over some other fine buildings that must be viewed from the opposite side of a narrow

street. Steinert Hall, an attractive and favorite hall for chamber concerts, is in the second story.

The Masonic Temple stands on the opposite corner of Tremont and Boylston Streets. The headquarters of the order for many years was the building on the corner of Tremont Street and Temple Place, remodelled for business purposes in 1885. Subsequently the several organizations, or a large number of them, were gathered in the building adjoining the Winthrop House, at the corner of Tremont and Boylston-Streets. Both the hotel and the halls were destroyed by fire on the night of April 7, 1864. It was then determined to build a temple worthy of the order on the same site. The corner-stone was laid with imposing ceremonies on the 14th of October of the same year, and the temple was dedicated on the Freemasons' anniversary, St. John's Day, June 24, 1867. On the

latter occasion President Johnson was present, having accepted an invitation to participate in the ceremonies, which drew together delegations of brethren of the order from all parts of Massachusetts and New England. The building is of fine granite. It has a front of eighty-five feet on Tremont Street, and its height is ninety feet, though one of the octagonal towers rises to the height of one hundred and twenty-one feet. It has seven stories above the basement, of which only the street and basement floors are occupied for other than masonic purposes. There are three large halls for meetings, on the second, fourth, and sixth floors, finished respectively in the Corinthian, Egyptian, and Gothic styles. On the intermediate floors are ante-rooms, small halls, and offices; while in the seventh story are three large banqueting-halls.



Masonic Temple.

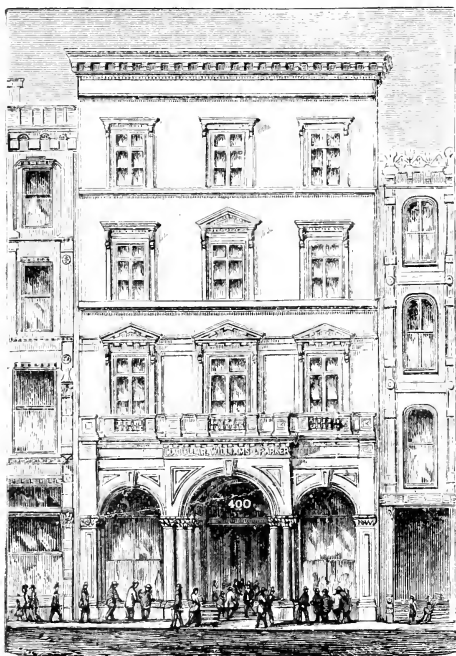
On Tremont Street, between Boylston and West, is a marble structure of architectural beauty, which has added not a little to the attractiveness of Tremont Street. It is occupied by the Mason & Hamlin Organ and Piano Company for their warerooms. In this building is the Boston Conservatory of Music, an admirable institution, directed by Julius Eichberg, one of the foremost of Boston musicians. In the building adjoining is the Chickering Hall, in which some of the finest chamber concerts are given during the musical season.

The retail trade of the Central District is chiefly transacted in that section bounded on the east by Washington Street, the greater part of the territory between Washington Street and the wharves being given up to wholesale business. The ladies' quarter has its centre in the neighborhood of Washington and Winter Streets. On any pleasant day the sidewalks and stores in the immediate vicinity of that corner are crowded with ladies engaged in the delightful occupation of "shopping," and the streets are lined with their carriages.

On the east side of Washington Street, occupying the spacious lot between Central Court and Avon Street, is the building occupied by Jordan, Marsh, & Co., as a retail dry-goods store. It has a fine front of dark freestone, five stories high. At first the building covered only a portion of the lot, and the firm occupied the street floor and basement, the second floor being used as a

warerooms by Chickering & Sons, with a beautiful hall at the rear known as Chickering's Hall, while the upper floors were arranged into suites of lodging-rooms mostly occupied by artists and other professional people. In course of time the business of the firm spread over the entire building, and large additions to the structure, extending it to Avon and Summer Streets, were made. The several floors are reached by elegant passenger elevators, and there are an abundance of conveniences for shoppers.

The dry-goods store of R. H. White & Co. is nearly opposite the Boston Theatre, and one of the chief ornaments of Washington Street, with its palatial front and the skillfully arranged displays in the windows. This establishment is perhaps the largest in New England. It now occupies the entire building extending through to the Harrison Avenue extension; and upon the corner of Bedford Street and Harrison Avenue is a fine new entrance of impressive appearance. The first and second stories of the great building are given to retail trade; the third is reserved for the wholesale trade; and on the fourth hundreds of women are engaged in making ladies' garments. The structure occupied by this firm is a fine specimen of the commercial architecture of Boston. Their richly furnished reception room is well worth visiting.



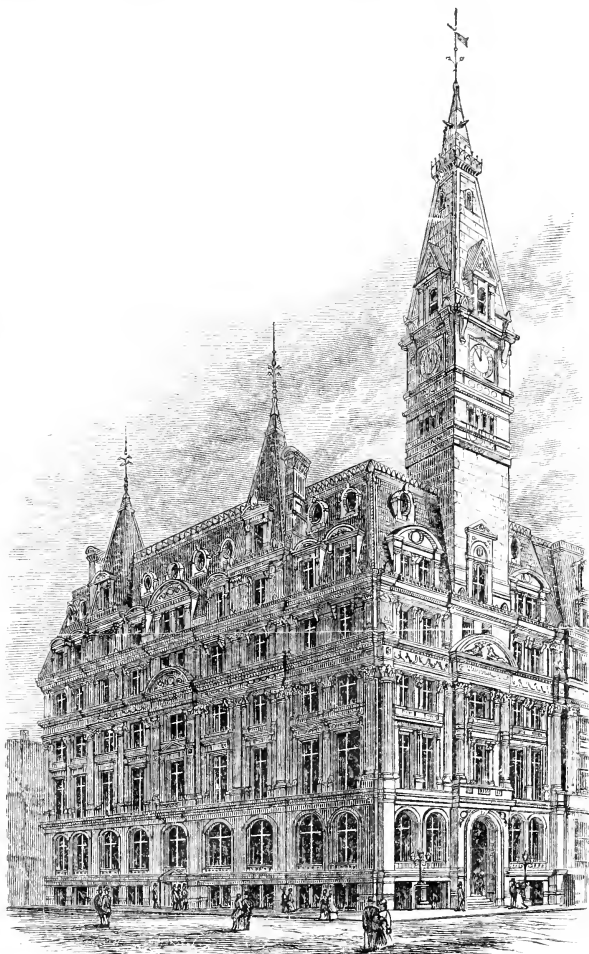
Macular, Parker & Co's Building.

Another great dry-goods establishment in this vicinity is that of C. F. Hovey & Co., occupying a large and massive granite building on Summer Street. There are several other great structures devoted to this business in Winter Street. One of the handsomest commercial buildings in the city is on the west side of Washington Street, near Winter Street, — a lofty edifice of light-colored stone, rich in fine carvings.

On Washington Street, east side, north of Summer Street, is the marble structure occupied by Macular, Parker & Co., for their great wholesale and retail clothing manufactory and sales-room. Its fine front is very striking, and its internal arrangements are as perfect as its architecture. It is one of the largest buildings in the country

wholly devoted to the business of clothing manufacture. It fronts forty-six feet on Washington Street, and extends back to Hawley Street two hundred and twenty-five feet. This building is nearly an exact copy of that on the same spot which was destroyed in the great fire.

Boston owes to the fire of 1872 a group of buildings which are among the most stately and costly of any in the city. These have been erected by life insurance companies for the most part in the immediate neighborhood of the new Post-Office. The magnificent marble building of the Mutual Life Insurance Company of New York is one of the most beautiful as well as one of the most expensive of them. It fronts sixty-one feet on Milk and one hundred and twenty-seven feet on Pearl Street, and is constructed of fine white marble from the Tuckahoe quarry. It is intended to be fire-proof, the window-sashes of iron being set in marble frames, while all the floors are constructed wholly of incombustible material.



Building of the Mutual Life Insurance Company of New York.

The architecture of the exterior is the modern French de-

tail, adorned with elaborate carvings, and crowned by a lofty Mansard roof. The chief feature is a beautiful marble tower, rising from the centre of the main front to a height of 130 feet, and terminating in a graceful spire. On the upper part of the tower is a large clock; and an alarm-bell hangs inside. Near the top of the spire is an observatory, surrounded by a brass railing.

The handsome new building of the New England Mutual Life Insurance

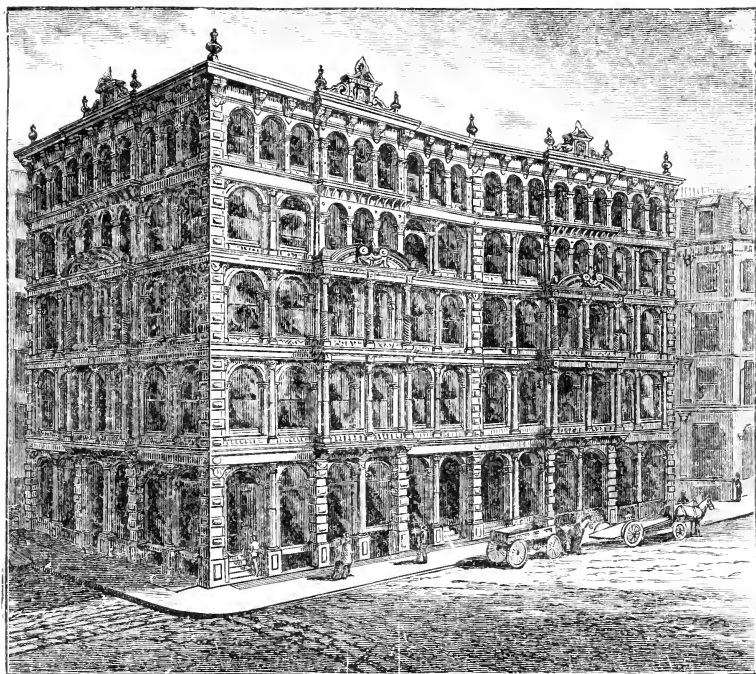


Building of the New England Mutual Life Insurance Company.

Company stands on the corner of Milk and Congress streets, with a frontage of fifty feet on the former and one hundred and eighty-one feet on the latter street, and is one of the chief ornaments of Post - Office Square. It is built of white Concord granite, except the basement, which is of Quincy granite, in the Renaissance style of architecture.

The building is admirably constructed. A fine marble staircase runs from the first to the sixth story. The building is furnished with numerous vaults and safes, the basement alone having no less than ten safes for the accommodation of the Boston Safe Deposit Company. The New England Mutual Life occupies the second story of its building.

The Cathedral Building is a handsome iron structure on Winthrop Square, occupying the site of the ancient Cathedral of the Holy Cross, the scene of the labors of Bishop Cheverus, who was afterwards Cardinal-Archbishop of



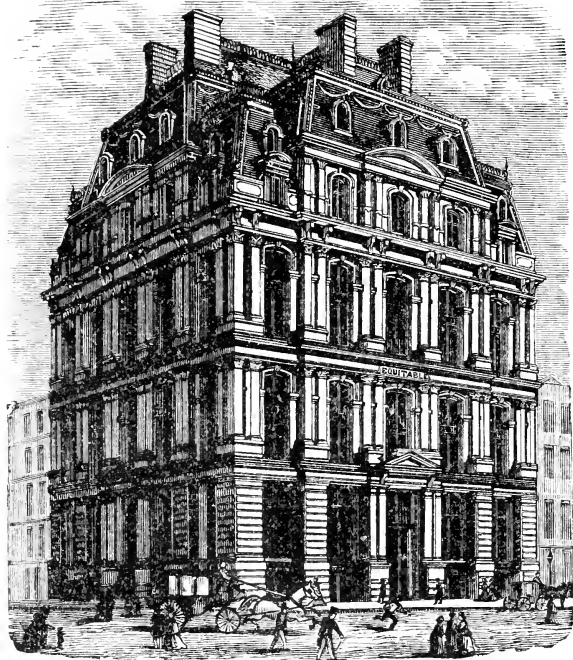
The Cathedral Building.

Bordeaux. It was a part of the estate of the late Isaac Rich, and its revenues formed a portion of the endowment of Boston University, until it passed to the University to which it now belongs.

At the south end of Winthrop Square is the Beebe-Weld Building, a large and imposing granite structure.

The Equitable Building is a lofty and massive structure on Devonshire, corner of Milk streets, opposite the Milk Street end of the Post-Office, and as near as possible to the centre of commercial Boston. It is owned by the Equitable Life Assurance Society, and was built in 1873, at a cost of \$1,100,000. The walls are of Quincy and Hallowell granite, with ponderous brick backing, the floors being of impervious artificial stone on brick arches, the partitions of brick and the roof of iron and slate. There are nine stories above the basement, which are reached by three elevators and broad stairways of marble. The basements are occupied by the massive fire and burglar-proof safe deposit vaults of the Security Safe Deposit Co. Above these are banks, railroad and mining corporations, and other offices, occupying the various stories, which are divided by heavy fire-proof partitions, with artificial stone floors laid on

iron girders and arches. The roof, easily reached by elevator, commands a



Equitable Building.

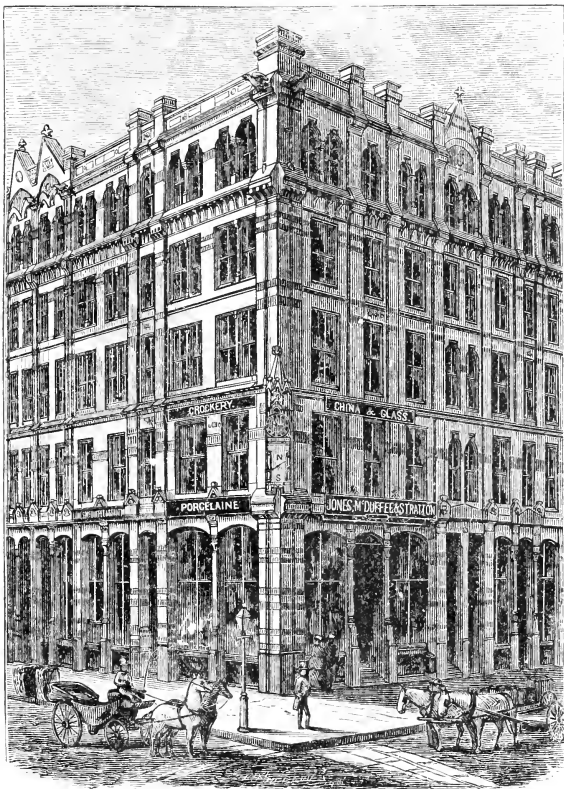
fine view of the city and harbor. It was formerly occupied by the United States Signal Service, with its wind-vane, anemometer, and other scientific appliances, which now uses the great roof of the Post-Office opposite. The officers of this department are continually making observations here. The cautionary signals to the vessels about to sail are displayed here, and warn of approaching storms. At another point on the roof is the great time-ball, which falls daily at precisely noon, being connected by telegraph with the Observatory of Harvard University.

The site of Franklin Street was a miry swamp, and was drained a hundred years ago by Joseph Barrell, a wealthy trader on the northwest coast of America. The reclaimed site of Franklin Street became Mr. Barrell's garden and fish-pond, his mansion being on Summer Street. In 1793 Bulfinch and Scollay built here the first *block* of buildings in Boston, a line of sixteen dwellings, called the Tontine Crescent, in front of which was a grass-plot three hundred feet long, containing a monumental urn to the memory of Benjamin Franklin. Ten years later the Cathedral was erected, farther down the street, and was a great structure in Ionic architecture, designed by Bulfinch. In 1860 the Cathedral had become insecure, and the ground on which it stood was sold for enough to aid greatly in the construction of the enormous and

costly Cathedral at the South End. The old Cathedral fronted on Devonshire Street, which was then known as Pudding Lane, a narrow and winding alley running by the old Boston Theatre. Several of the ancient churches were also in this vicinity, and among them was the Federal Street Church, which rose in 1744, near the corner of Federal and Franklin streets, and was conducted by Belknap, Channing, and Gamnett. At the corner of Federal and Milk streets once stood the stately house from which Governor Shirley was buried, in 1771, and which was afterwards the home of the able and witty Robert Treat Paine, father and son.

One of the most extensive business blocks in the burned-over district is that erected by the late Gardner Brewer, Esq., on Devonshire, Franklin, and Federal streets. It is of Nova Scotia freestone, and is in general highly satisfactory from an architectural point of view, though not so rich in ornamentation as others.

Among the other large buildings whereof the architecture or the material are worthy the attention of strangers are all of those in Winthrop Square, which are almost uniformly rich in design and handsome in form; two fine buildings erected by the Sears estate, one at the corner of



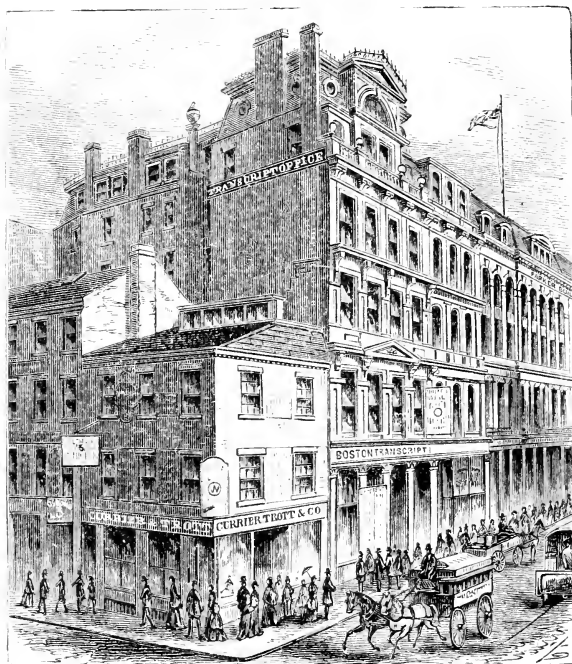
The Brewer Building.

Summer and Channey streets, and the other at the corner of Franklin and Devonshire; the store at the southern corner of Washington and Summer

streets. On Thanksgiving day, 1889, a most disastrous fire swept Bedford Street from Columbia to Chauncey streets, completely destroying the superb Ames building, designed by Richardson, the New England Shoe and Leather Exchange, and many other fine structures. The damage was estimated at \$6,000,000.

Within the limits of this district are, as we have said, all the daily newspaper offices, and many of those of the weeklies. The section of Washington Street, between State, and just south of Milk Street has come of late years to be called "Newspaper Row."

The office of the Transcript, the oldest of the evening newspapers, and next



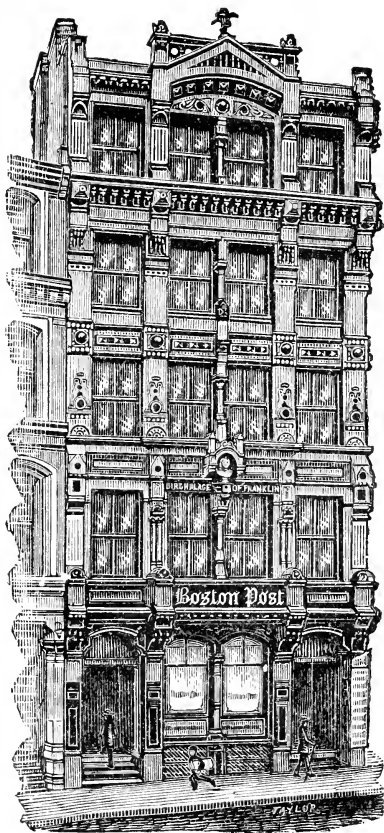
Washington Street: Transcript Office before the Fire.

to the Advertiser the oldest daily in the city, is the farthest south. It is a literary paper, and noted for the excellence of its miscellaneous reading matter. It has been long the favorite afternoon paper of Boston and vicinity, and its present quarto form is in marked contrast to its diminutive beginning. The Transcript was first published in July, 1830, and until the spring of 1875 the senior partner of the original firm was still the head of the house. The experiment was for

some time one of doubtful success, but no paper in Boston is now more firmly established. During the entire period of its publication it has had but six editors-in-chief. The late Mr. Daniel Haskell, the fourth of the line, held the position for nearly a quarter of a century. The Transcript has always been a pleasant, chatty, tea-table paper, full of fresh news, literary gossip, and choice extracts from whatever in any branch of literature is new and entertaining. The large and attractive building in which it is now located is on the corner of

Washington and Milk Streets. It has several special features that make it a particularly cosy and convenient office. The Transcript was unfortunate in the fire of 1872, for it was driven suddenly out of an office almost new, and gunpowder used in the cellar of the adjoining building destroyed its presses, types, and other material stored in its fire-proof, but not gunpowder-proof basement. The present building is much larger and finer than the one destroyed. Edward H. Clement is the present editor-in-chief of the Transcript.

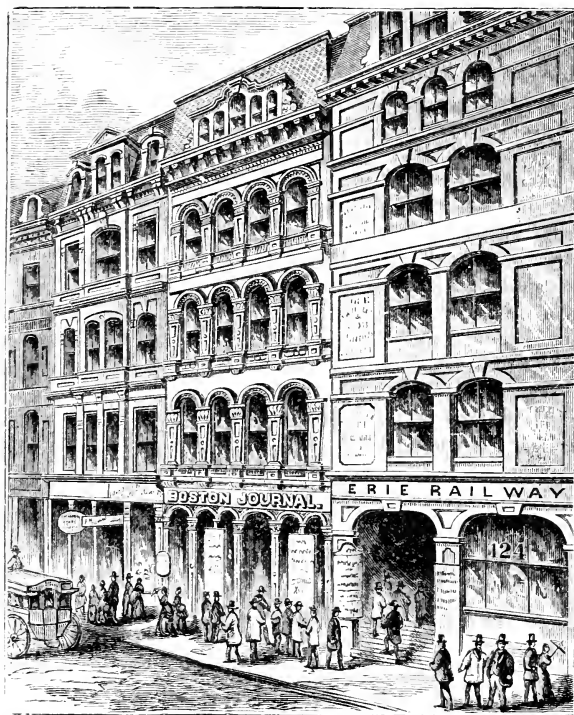
A few steps from Washington Street, on Milk Street, is the office of the Boston Post. The Post building occupies the spot which tradition declares to have been the birthplace of Benjamin Franklin. The first number of the Post was issued on the 9th of November, 1831, by Charles G. Greene. In that first number the editor promised "to exclude from its columns everything of a vindictive or bitter character;" and although he announced his intention to discuss public questions freely and fearlessly, he agreed to do so "in a manner that, if it failed to convince, should not offend." The promise has been faithfully kept. The Post has frequently maintained the unpopular side in political controversies, but it has always done so in such a manner as to make almost as many friends among those it opposed as among persons of its own political faith. It has also always maintained a reputation for liveliness and cheerful humor that has been well deserved. In May, 1885, it passed by purchase into the hands of entirely new owners and under an entirely new management, and it has since been conducted as an independent paper. It devotes a large portion of its space to financial, commercial, and marine news, and addresses itself to business and literary men. The Post was first published in its present quarters on the morning of August 31, 1874. The street floor is used for a counting-room, the press and mailing rooms are in the basement, and on the upper floors are the edito-



Boston Post Building.

rial and composition rooms. The Post is a quarto, and is sold at two cents a copy. It publishes a weekly edition which circulates in different sections of New England.

The Boston Journal is both a morning and an evening paper. It long ago



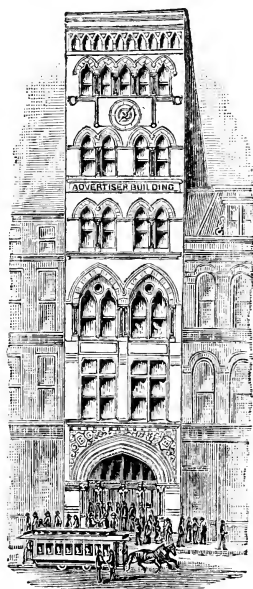
The Boston Journal Building.

obtained an excellent reputation as a general newspaper, both for the counting-room and the family circle. It has a very large sale throughout Massachusetts, Maine and New Hampshire, and in consequence of the peculiar character of its constituency has always been especially strong in its New England intelligence. The Journal was founded in 1833, appearing for the first time on February 5 of that year as the *Evening Mercantile Journal*. On the beginning the publication of a morning edition, it took its present name. The Journal was the first newspaper in Boston to procure a Hoe press. It is now equipped with the Hoe perfecting presses, and prints from stereotyped plates. The Journal is Republican in politics. The present building was occupied in September, 1860. In March, 1880, the interior was badly injured by fire. Then it was practically rebuilt, many modern conveniences being introduced. The Journal has now one of the most convenient newspaper offices in the city. The retail price of the paper was in the winter of 1883 reduced to two cents, and the circulation was in consequence considerably increased. William W. Clapp is the present conductor of the Journal.

The Herald Building is on the west side of Washington Street, nearly op-

posite that of the Journal. The Herald is a morning and evening paper, with a Sunday edition, and has an average daily circulation of over 100,000 copies, which is second to that of but one newspaper in America (the New York Sun). It has issued as many as 302,030 copies in a single day, a feat which is extraordinary in the history of journalism. The forms are stereotyped, since no other method would enable it to print the requisite number of copies within the limited available time. This paper was founded in 1846, as a one-cent daily, by the name of the American Eagle; and two years later assumed its present title, and took an independent position in politics, which it has maintained ever since. The editorial staff includes 44 persons; and there are 84 compositors, 30 men in the business department, and 11 in the stereotyping foundry. Early in 1878 the Herald occupied the present building which had been erected for it, with a façade in the French Renaissance style, 100 feet high from the side-walk, massively constructed and liberally equipped, with copious ornamentation in pure marbles, sculptures, metal work, and precious woods. It is quite worth while to look into the business office, on the ground-floor, and see its sumptuous adornment of many-colored polished marbles, plate-glass, and mahogany, and the busy scene which is there continually presented to view. The Herald publishes a Sunday edition, in 16-page form, of which great numbers are sold. John Holmes is the editor-in-chief of the Herald, and is a member of the Herald Publishing Company, to whom the paper was sold in 1888 by the former proprietors.

The Advertiser Building, on the east side of the street, was, before the erection of the new Globe Building adjoining it, the tallest office in "Newspaper Row." It is a marble-front structure, extending through to Devonshire Street; and from its location in the bend of the street as well as its striking appearance architecturally, it is one of the most conspicuous buildings in the quarter. The street floor is occupied by the counting-room, a finely decorated and uniquely furnished apartment; the extensive basement accommodates the stereotyping, printing, mailing, and delivery rooms; and the upper floors are devoted to the editorial rooms, editors' library and reception room, and the composition room. The building is provided with all the modern improvements and appliances which are to be found in the best equipped modern newspaper offices; and the entire Advertiser establishment is lighted at night by the Edison electric light. The Advertiser is the oldest daily paper in Boston, established in 1812. It was edited for many years by Nathan Hale. It is an interesting fact that the site of its former



The Advertiser Building.

building on Court Street, from which it removed to its present building in the spring of 1883, is that from which James Franklin issued the first number of the *New England Courant*, in 1721. The same spot was again occupied as a printing office in 1776, by the *Independent Chronicle*, to the rights of which the *Advertiser* succeeded. The *Advertiser* is accounted one of the leading morning journals of New England. In politics it is now Republican. The *Boston Evening Record*, started Sept. 3, 1884, as a campaign paper, became so manifestly popular that it was made a permanent enterprise. It increased rapidly in circulation, reaching a daily issue of 35,000 in little more than a year. It is a large four-page paper, is sold for one cent, and is published by the *Advertiser*. Its leading feature is the prompt publication of the news in attractive shape, with pithy comment. W. E. Barrett directs the business and editorial departments of both papers.

The *Boston Globe* occupies the lofty freestone building, next door below the new *Advertiser* building. The first number of the *Globe* was issued from its present office March 1, 1872. It was a quarto sheet, published every morning except Sunday, handsomely printed, and Edwin F. Whipple was its literary critic. Though professedly independent in politics, it advocated and maintained the cardinal doctrines of the Republican party. Subsequently it changed hands, and was for several years conducted more independently. In 1878 the *Globe* again changed its tone, and also its form, becoming a four-page Democratic paper. It now publishes morning and evening, and Sunday editions (the latter of twelve or sixteen pages), competing with the *Herald*. The present conductor of the *Globe* is Charles H. Taylor.

The *Evening Traveller* occupies a building at the corner of State and Congress streets, quarters in which it has been established since 1854. The *Daily Traveller* was first issued on the first of April, 1845, as a two-cent evening paper, the first in Boston to adopt a price so low. The weekly *American Traveller* had then been issued more than twenty years, having been first published in January, 1825. In its day the *American Traveller* was the great paper for stage coaches and steamboats. When the daily was founded, it adopted a course quite different from that of any other paper in Boston. It aimed to be a moral and religious organ as well as a medium of news. The old traditions are still retained to some extent in the *Traveller*, but it long ago adopted the purveyance of news as its leading object. In this particular its reputation is firmly established, the news department, under a liberal management, being always prompt and full. The editorial and composition rooms are on the third and fourth floors of the building. The *Traveller* is owned and managed by Roland Worthington, for some years collector of the port of Boston. A view of the *Traveller* Building is given in the illustration of State Street, on page 70.

Within "Newspaper Row" or its immediate neighborhood are the offices of the several exclusively Sunday papers. The *Saturday Evening Gazette*, conducted by Colonel Henry G. Parker, which is largely devoted to society news,

the Boston Courier, formerly one of the leading dailies, now conducted by Joseph R. Travers, and edited by Arlo Bates ; the Boston Sunday Budget ; and the Boston Times. Here also are the offices of the Beacon, a literary and society paper published Saturdays, the Commercial Bulletin, the Republic, and other serial publications devoted to special interests.

Farther up Washington Street, nearly opposite the Globe Theatre, is the office of The Boston Pilot, which is the headquarters of a vast influence over the Roman Catholics of America. It is a weekly paper of large size — the largest Catholic paper in America — and has a circulation unequalled by that of any other Catholic paper in the world. The Pilot is owned by Archbishop Williams and Mr. John Boyle O'Reilly, and is ably edited by the latter, whose pen has done distinguished service in other directions, and who has a well established reputation as a graceful poet.

In connection with the newspapers, general and class journals, it may be interesting to glance at the cosmopolitan character of the Puritan City, and to note the widely divergent elements which go to make up the Bostonian of to-day. According to the census of 1885, out of a total population of 390,393, there were born in foreign countries 133,295. By far the larger part of the foreigners are from Ireland, which has sent 67,745 of the present citizens of the New England metropolis. Canada (British America) comes next, with 30,356. Great Britain has given us nearly 13,650 in the following detachments : England 10,197 ; Scotland, 3,193 ; Wales, 254. It seems that the stream of emigration from the British Isles, which Maverick and Winthrop started, has not yet ceased to flow to the shores of Massachusetts Bay. Germany has now 8,810 representatives in Boston ; Sweden and Norway have 2,533 ; Holland, 326 ; Denmark, 225 ; and Russia and Poland, 1,854. The Latin nations have made but slight contributions to this great Gothic migration, although 2,378 have come from sunny Italy, 1,039 from France and Switzerland, 1,122 from Portugal, and 274 from China.

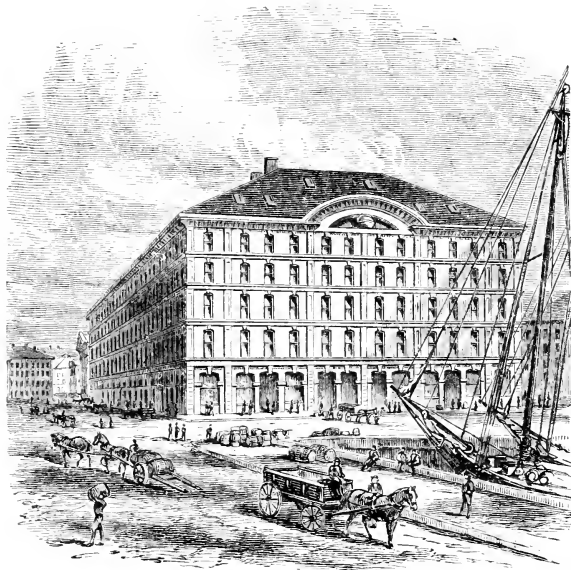
The clubs located within this district are the Temple, the oldest in the city, and the Paint and Clay, one of the youngest. The club-house of the former is in West Street, situated in its own building, No. 35, opposite Mason Street and near the rear or "carriage" entrance to the Boston Theatre. This is a social club organized in 1829. The character of the Paint and Clay is well indicated by its name. It is a club of professional men, largely artists. Its rooms are on the upper floor of No. 419 Washington Street. It was established in 1880. Exhibitions of work of its artist members are made annually, generally in the spring.

We end this chapter, as we began it, with a view in State Street. This time our sketch shows the magnificent row of warehouses at the lower end of State Street, known as State Street Block, which contains some of the most substantially built and commodious stores in Boston. The building, or rather the collection of buildings, covers an area 425 feet long on State and Central

streets, and is of a uniform depth of 125 feet. The walls are laid in rough granite ashlar. The stores have each five stories and a double attic above the street, and the height of the buildings from the street to the crown of the roof is about 92 feet. The general appearance of this block of fifteen stores is of extreme solidity. The excellence of construction was proved by fire but a week after the great conflagration of November, 1872, when one of these stores, filled with exceedingly combustible material, was wholly destroyed without doing injury to the stores on either side.

Many other wharves in Boston besides Long Wharf are covered with solid and capacious warehouses, though this State Street Block is the largest and most elegant of all. The visitor in the city will find agreeable occupation for many a leisure hour in wandering about the wharves, where there is, under the revival of commerce in Boston, a perpetual scene of activity. The most important wharves in Boston proper beside Long Wharf are those in the immediate vicinity of State Street,—especially Central, India, and T Wharves,

where most of the large steamers in the coasting trade arrive, and whence they depart. Atlantic Avenue, which has become an important channel of communication between the several wharves, passes directly across the foreground of our view of State Street Block. This avenue was laid out in 1868, extended 1874. It is a broad, well-paved street, which is almost entirely given up to the heavy drays that transfer freight



State Street Block.

from wharf to wharf, or from vessels to the business warehouses. Through its centre runs the Union Freight railroad, which unites by a short and easy route the northern and the southern railway lines. The line reaches from the Lowell Railroad freight station, on Lowell Street, to the Old Colony, on Kneeland Street. This company owns no rolling-stock whatever, and its sole

office is to transfer freight-cars from one line to another, or from the railroads to the wharves. This is done chiefly or altogether by night, and thus the regular traffic is not interfered with in the least. By the use of this line it has been made possible to load vessels at the large wharves directly from cars brought into the city over railroads that have no deep-water connection in the city proper. It is owned jointly by the Old Colony and Boston and Providence Railroad Companies.

Before leaving this section of the city notice should be taken of the new system of sewerage. By this system the mouths of the numerous common sewers which formerly opened into the ocean at different points along the water front of the city are connected by intercepting sewers which encircle the city, and join the new main sewer on the south side of the city. This main sewer, which is $3\frac{1}{2}$ miles long, ends at the Pumping Station at Old Harbor Point, on the sea-coast in Dorchester, about a mile from any dwelling. In flowing by gravitation to this point, the sewage descends from 11 to 14 feet below the elevation of low tide. To reach its final destination, about $2\frac{1}{2}$ miles further, it is raised by pumping about 35 feet and flows through a tunnel under Dorchester Bay to Squantum, and thence through an open flume to Moon Island, where it is stored in a reservoir, and let out into the harbor twice a day at high water. The two principal evils of the old system are thus practically corrected. These were : First, the damming up of the common sewers by the tide, by which, for much of the time, they were converted into stagnant cesspools ; the air in them was compressed, and to find outlets was driven into house-drains and other openings. Second, the discharge of the sewage on the shores of the city in the immediate vicinity of population, thereby causing nuisances at many points. It was estimated that in 1869 there were 100 miles of sewers in Boston, and in 1886 about 226 miles.

V. THE SOUTH END.



HE South End of Boston, as the term is now understood, is a district of residences. It is true that Washington Street, throughout its whole length, is largely given up to retail trade, and that a considerable amount of business is done on other streets. There are, too, here and there, large manufactories that are not to be overlooked. But, generally speaking, Boylston Street divides the business of the city on the north from the residences on the south. It is impossible to predict how long this state of things will continue. Boston business is rapidly expanding, and the room to do it in must expand likewise. The current is setting decidedly to the south, and year by year new advances are made in that direction, by both wholesale and retail trade. But we must speak of the existing lines of division; and for our



View in Cnester Square.

purposes we regard at the present time as the South End, all the territory bounded on the north and west by Essex, Boylston, and Tremont streets, and the Boston and Albany Railroad, and south by the old Roxbury line.

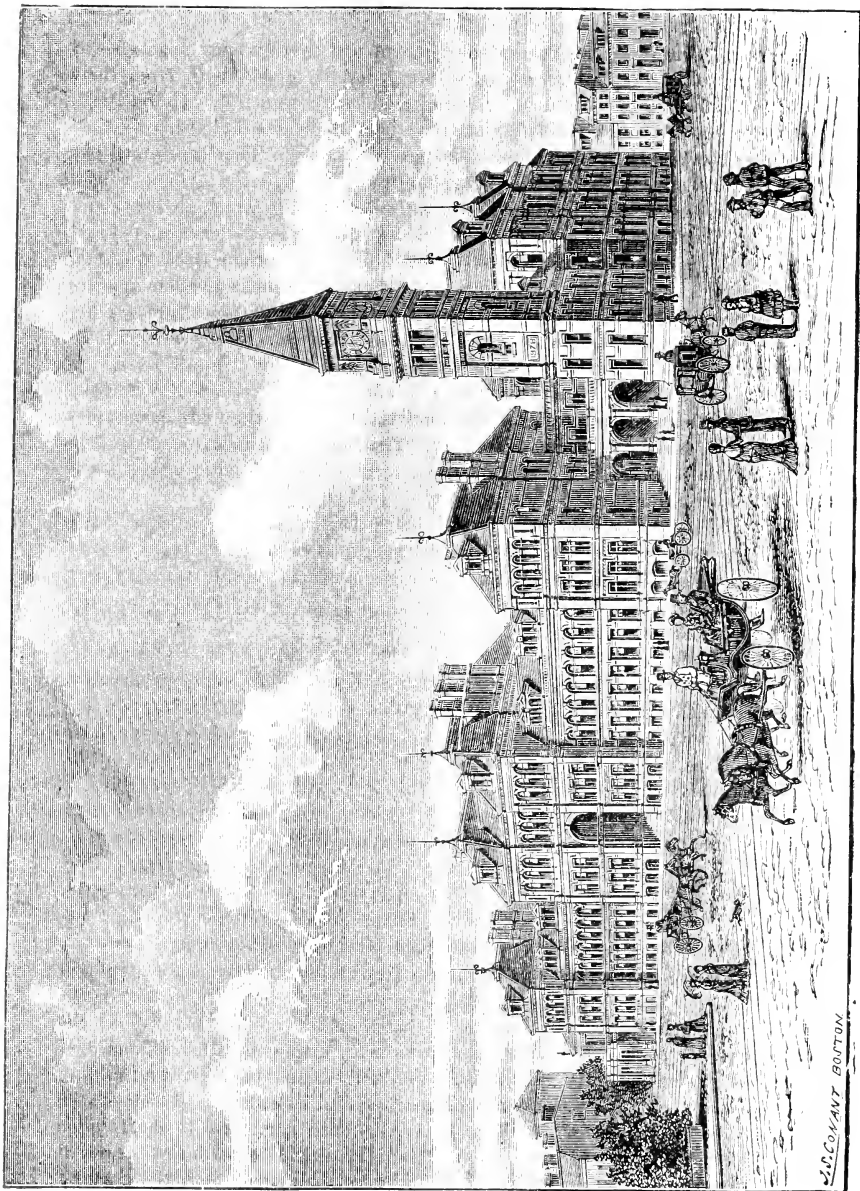
The face of the country in this part of the city is for the most part level; and a very large part of the territory was reclaimed from the sea. Many of the horse-

cars continue to run to the "Neck," but the South End is no longer a neck of land. There are many Bostonians yet living who remember when Tremont Street was but a shell road across flats. Now it is a broad avenue, and lined with modern buildings. Only a few public spaces were reserved in this part

of the city. Franklin and Blackstone Squares are merely open spaces, — of great value, to be sure, for breathing purposes, but incapable, both from their small size and from their flatness, of being made very beautiful. Union Park, Worcester Square, and Chester Square have been made desirable for residence and for public resort by simple and inexpensive means. The last-named has long been a favorite street for dwelling-houses. Through the avenue runs a park, narrow at the ends, but swelling out in the centre, in which are trees and flowers, with a fountain and a fish-pond, making the place a deliciously cool and pleasant spot in midsummer. Most of the streets other than those we have named, though generally pleasant, are somewhat monotonous in their appearance. Their width and cleanness, however, and their air of quiet and repose, give a pleasing appearance to this large residence-quarter. The domestic architecture exemplifies that peculiarity of Boston houses, the “swell front,” in great variety, but lacks the picturesque diversity of the Back-Bay streets. Most of the houses are of brick, in long blocks; and they are sometimes beautifully adorned with woodbine or ivy. The South-End buildings extend in solid ranks to the Providence Railroad, where they are stopped as evenly as if the rails were the waves of the deep sea.

There are but few public buildings in this section of the city, and we begin by giving a view of one that should be characteristic of the district, as well as illustrative of the admirable school buildings for which Boston is celebrated. — the Latin and High School building, one of the latest and best school-houses provided by the city for the education of youth.

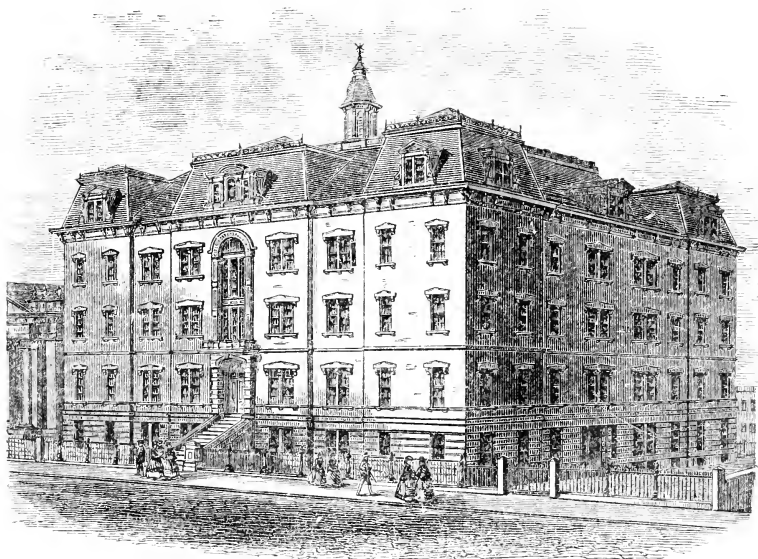
This new School building is a structure that may well be termed imposing. It occupies the block bounded by Warren Avenue, Montgomery, Clarendon, and Dartmouth streets. The lot upon which it stands is a parallelogram, 423 feet long and 220 wide. Each of the two principal street fronts is divided into three pavilions, one central and two end, three stories in height with basements. The structure is of brick with sandstone trimmings, and exterior ornamentation, from designs of T. H. Bartlett, the sculptor, consisting mainly of terra-cotta heads in the gables of the dormer windows and terra-cotta frieze courses. There are main entrances from each street, in the central pavilions, and other entrances in each end pavilion. The school-rooms in the building number 48, 36 of which occupy the street fronts; the others opening into courts within the block. There are large library-rooms on the first floor of the central building, lecture halls on the floor above, and on the third floor assembly halls arranged in amphitheatre style. On the Montgomery Street front is the laboratory room of the English High School, with the lecture-room on the floor below. At the easterly end of the block is a large and admirably arranged drill-hall, and over this is the gymnasium. At the westerly end will ultimately be built a building for the accommodation of the school committee and its officers. The entrance to the Latin School is on the Warren Avenue front, and that to the English High, on the Montgomery Street front. Both the main vestibules are decorated with statuary. On the Latin School side is the marble monument, designed by



Latin and English High Schools.

Richard S. Greenough, commemorating the Latin School boys in the war of the rebellion, and on the English High School side is a marble group by Benzoni, of the "Flight from Pompeii." The latter was the gift of Henry P. Kidder, a graduate of the school. The building was dedicated in February 22, 1881. Its cost thus far has been about \$750,000. William P. Clough was the architect. The Latin School is the oldest in the country, first gathered in 1635, in the present School Street, and the English High was established in 1821.

The Latin School for Girls and the Girls' High School occupy the school-building on West Newton Street originally built for the Girls High and Normal School, now separated. The building occupies a lot 200 feet on West Newton and the same on Pembroke Streets, and 154 feet in depth, and has a front on

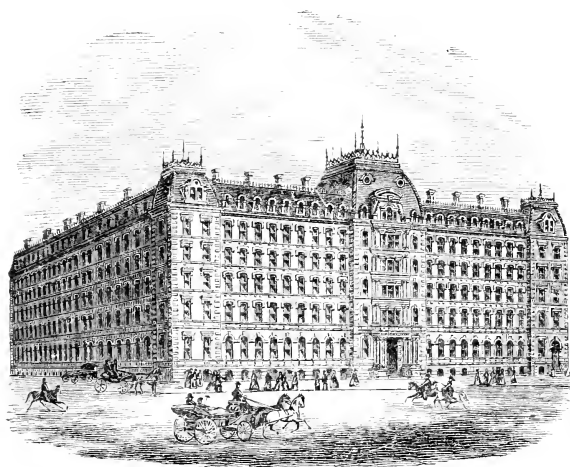


Girls' High School, and Latin School for Girls.

each street of 144 feet, and a depth of 131 feet. It has an abundance of rooms; and collections of all kinds of articles necessary to the instruction here given. There are sixty-six separate apartments, exclusive of halls, passages and corridors. They are all well lighted and cheerful. The entire building is supplied with hot air, radiated from apparatus located in the cellar, and is ventilated in the most thorough manner. The large hall in the upper story has received, through the generosity of a number of ladies and gentleman, a large collection of casts of sculpture and statuary. The rooms are connected by electric bells and speaking-tubes. On the roof is an octagonal structure, which is designed to be used as an astronomical observatory. The Latin School for

Girls was established in 1878 to furnish a training for girls similar to that offered boys at the old Latin School. The Girls' High School was established in 1855 with the Normal School, and in 1872 the two were separated. The latter now occupies the Rice School building on Dartmouth Street. On the left hand side of Dartmouth Street Railroad Bridge, going from south to west, is the new State Armory, built in 1889.

On Newton Street, facing Franklin Square, is the building of the New England Conservatory of Music, formerly the St. James Hotel. This institution was established in 1867 and for many years was located in the Music Hall building. It acquired the present building in 1882, and it occupies it entire.



New England Conservatory of Music.

The building of an addition at the rear is contemplated, to contain a Music Hall, and the Great Organ built for the Music Hall on Winter Street has been purchased for it. As at present arranged the Conservatory building has a large concert-hall, recitation and practice rooms, library and reading rooms, and quarters for pupils who board in the establishment. The Conservatory em-

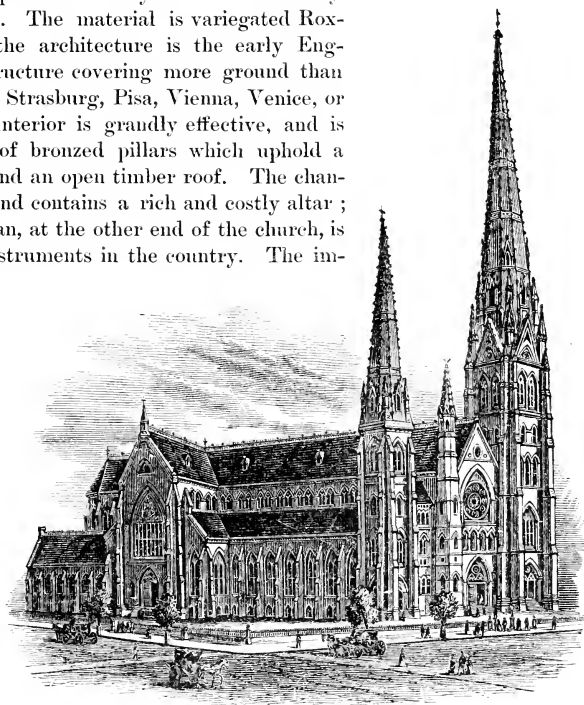
braces 16 separate schools, with a college of music for advanced pupils. The number of regular pupils is very large. Eben Tourjée is the director.

Washington Street, after winding through the busiest part of the city, between Haymarket Square and Boylston Street, passes on to the southwest, along the line of the narrow isthmus which formerly united Boston with the mainland. This strip of land was formerly known as "the Neck," and still retains the name, although the water has long since been pushed back out of sight. The chief town-guard was formerly at the line of the present Dover Street, where a fortified wall was raised, defended by artillery, and provided with a ponderous fortress-gate. From these batteries and others adjacent the British garrison, during the siege of 1775, cannonaded the American lines at Roxbury, and shattered houses there. The front view from Dover Street now includes the great stone Catholic Cathedral, which rises far above all the adjacent houses. Washington Street is largely devoted, through the South End, to petty

trading, and the chief buildings visible are the large hotels and apartment-houses. Opposite the handsome marble front of the Hotel Comfort, near the former Roxbury line, is an ancient and neglected graveyard which should be sacred to every New-Englander, since it enshrines the remains of John Eliot, the Apostle to the Indians. The growth and change of this part of the city appears when we remember that in ancient times wharves were built along the seaward side of Washington Street, from Beach Street to Dover Street, and the bowsprits of the vessels often obstructed the highway; and that in the year 1800 there were but two houses between the site of the new Cathedral and Roxbury.

The Cathedral of the Holy Cross, above alluded to, is on Washington and Malden streets, and is the largest church in New England. It was begun in 1867, and completed in five years. P. C. Keeley was the architect. The material is variegated Roxbury stone, and the architecture is the early English Gothic, the structure covering more ground than the cathedrals of Strasburg, Pisa, Vienna, Venice, or Salisbury. The interior is grandly effective, and is divided by lines of bronzed pillars which uphold a lofty clere-story and an open timber roof. The chancel is very deep, and contains a rich and costly altar; and the great organ, at the other end of the church, is one of the best instruments in the country. The im-

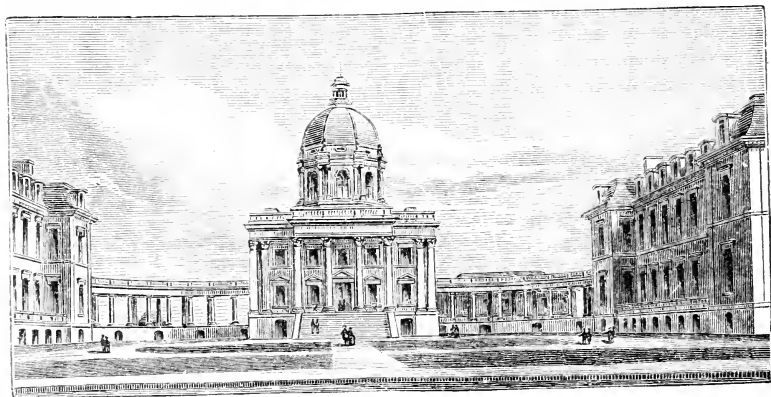
mense windows are nearly all filled with stained glass, both foreign and American, representing various scenes and characters in Christian history. The stained glass is defended by heavy plate-glass two or three inches outside of it, which also aids in equalizing the



Cathedral of the Holy Cross.

temperature within. The chancel windows show forth the Crucifixion, Nativity, and Ascension, and the transept windows, each of which covers eight hundred square feet, represent the Finding of the True Cross, and the Exaltation of the

Cross by the Emperor Heraclius, after its recovery from the Persians. The height of the nave is one hundred and twenty feet, and beneath it are the classrooms and chapels, and the crypt for the burial of bishops. The great organ is built around the rose-window on the west. It has 5,292 pipes and nearly 100 stops, and is of remarkable purity of tone. The chantry, with a smaller organ, is near the chancel and the archiepiscopal throne. The Chapel of the Blessed Sacrament is a beautiful little architectural gem, at the northeast corner of the building, and the Chapel of the Blessed Virgin is at the southeast corner. In the rear of the cathedral is the mansion of the archbishop. The ponderous towers on the front of the cathedral are to be surmounted by ornate spires, respectively 300 and 200 feet high (as shown in our engraving), which will doubtless be landmarks for many leagues. Probably something of the same spirit that led the Old South Society to insert over its church-door a tablet recording the fact that it was "desecrated by British soldiers" during the Revolution, and that led the people of the old Brattle Square Church to build the cannon-ball from Bunker Hill into the wall of their edifice the removal of which was so regretted, has inspired the Roman Catholics to construct a part of the wall of this cathedral with brick from the ruins of the Ursuline Convent which oc-



City Hospital.

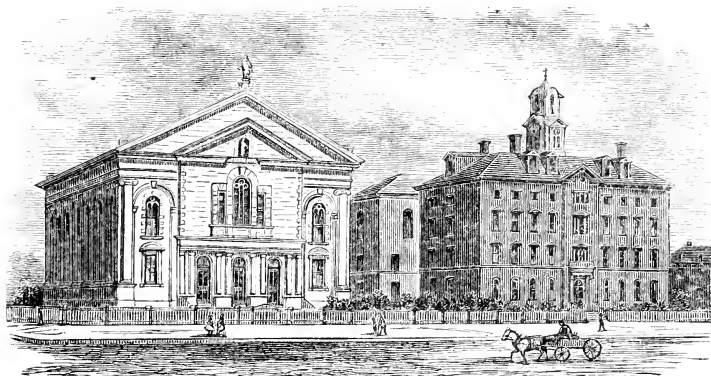
cupied a picturesque site in Somerville, on a hill just beyond Charlestown neck, only a few years ago removed. That convent was burned in 1834 by a mob, and it was never rebuilt.

The Langham Hotel, on Washington Street between Worcester and Springfield streets, is one of the most noticeable and imposing buildings in this district, and has been rather a family hotel than one for transient guests. The material of the front on each of these streets is marble. The hotel is finely finished and furnished throughout.

On Harrison Avenue, east of Washington Street, and parallel with it, are

several buildings of note. One of the most important is the Boston City Hospital, built 1831-64. The lot of land on which the buildings stand contains nearly seven acres, occupying the entire square bounded by Concord, Albany, and Springfield streets, and Harrison Avenue. A large tract of land east of Albany Street is also occupied for hospital purposes. The hospital proper consists of a central building for administration, pay-patients, and surgical operating-room; two pavilions connected with the central building by corridors; and another pavilion for separate treatment. The architectural effect is fine. The institution receives and treats patients gratuitously, though many pay for their board, thereby securing separate apartments and additional privileges. From three to five thousand patients are received into the building yearly, besides about ten thousand out-patients. The Hospital has 425 beds, and is intended for the reception of residents of Boston who require only temporary relief during sickness. Of course this rule has many exceptions. The Hospital is established and maintained for the most part by annual appropriation from the municipal government. Bequests and donations have been given to the amount of \$29,500. The total cost of the building alone was \$610,000. A Training School for Nurses is connected with the Hospital.

On Harrison Avenue, nearly opposite the City Hospital, and not far from the Cathedral, are the Church of the Immaculate Conception and Boston College (which is under the auspices of the Jesuits), side by side. The church was begun in 1857, and dedicated in 1861. It is a solid structure of granite, without



Church of the Immaculate Conception and Boston College.

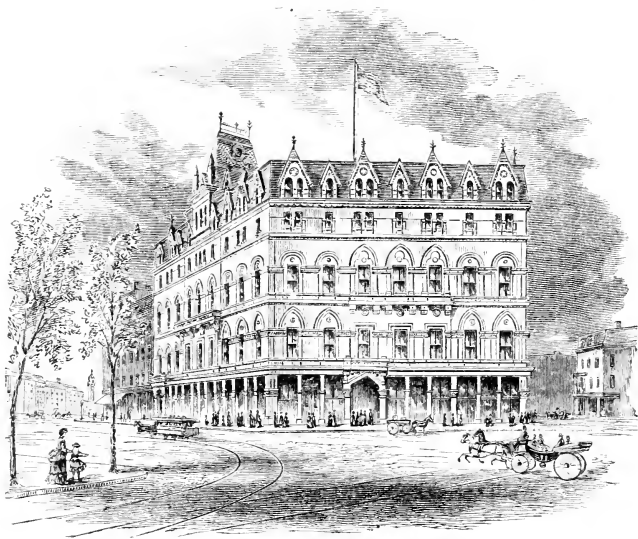
tower or spire. Above the entrance on Harrison Avenue is a statue of the Virgin Mary, while above all stands a statue of the Saviour, with outstretched arms. The interior of this church is very fine. It is finished mainly in white, except at the altar end, where the ornamentation is exceedingly rich and in very high colors. The organ is regarded as one of the most brilliant in the

city. This church has always been noted for the excellence of its music. The College was incorporated in 1863, and has been very successful.

Tremont Street has been widened at great expense, but no art could avail to straighten it. A short distance south of the Common it passes the head of Hollis Street, down which the Hollis Street Theatre is seen. This occupies the site of the old Hollis Street Church. It was built in 1885 and opened Nov. 9th with the first performance in Boston of "The Mikado." It is one of the most inviting playhouses in the city, substantially built, and tastefully decorated. Its seating capacity is 1,650. Isaac B. Rich is manager.

Just beyond Hollis Street, Tremont Street diverges to the right, and its straight line is kept by Shawmut Avenue, looking down which one sees the fine stone church of the Holy Trinity, a German Catholic church, the tall and graceful spire of which contains a peal of bells. The "Cyclorama of the Battle of Bunker Hill" occupies the circular building, constructed especially for it, just south of the railroad bridge on Tremont Street, and after passing that the two brick buildings of the Parker Memorial Hall and the Paine Memorial Hall appear on Chandler Street to the right. The first of these was erected by the admirers of Theodore Parker, and is occupied by a society of radical Unitarians. The Paine Memorial Hall perpetuates the name of Thomas Paine, and is used for a great variety of purposes.

Tremont Street soon reaches the tall and imposing white granite front of the



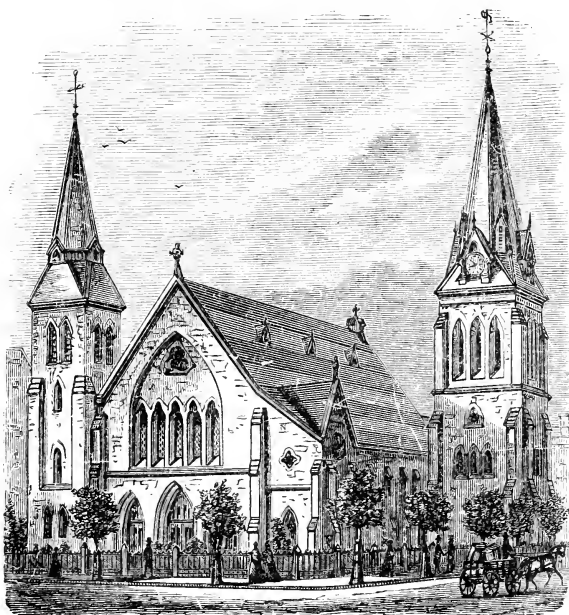
Odd Fellows' Building.

Odd Fellows' Hall. This occupies a conspicuous site on the corner of Berkeley

and Tremont streets. The corner-stone was laid in the summer of 1871, and the building was in due time completed, and dedicated. It covers about twelve thousand square feet, and is four stories in height. With the exception of a few offices, all the floors above the street story, which contains several large stores, are occupied by the Odd Fellows. There are audience, meeting, banquet, encampment and other halls with suitable and convenient ante-rooms, library and committee rooms, the grand lodge office, and the grand master's private room. The main entrance to all these halls is from Tremont Street.

On Tremont Street just beyond the Clarendon Hotel is the unique building of the "Cyclorama of the Battle of Gettysburg," a permanent exhibition. Union Park diverges to the left just beyond, and runs to the Cathedral, passing the church lately occupied by Rev. E. E. Hale's society, and now a Jewish synagogue. To the right are the arches and handsome façade of the new High School, where the Latin and English High Schools are united, in the building already described. At the intersection of Tremont and Brookline Streets is the tall square campanile of the Shawmut Congregational Church (Rev. Dr. Griffis), a building whose interior is very attractive and tasteful; and on Tremont, between Concord and Worcester streets, is the Tremont Methodist Church, which is the finest church building belonging to that denomination in the city. It

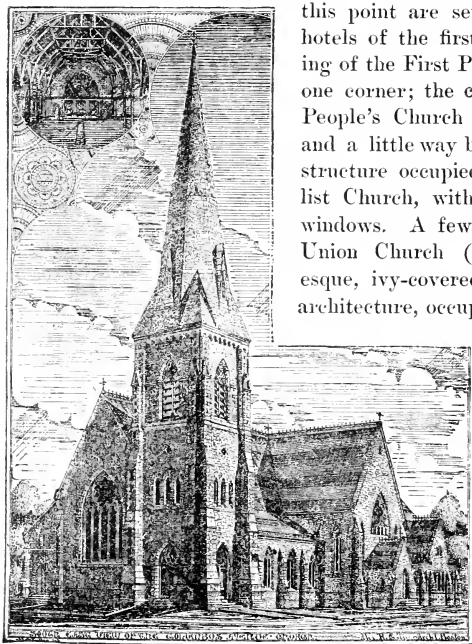
was one of the first, if not the very first, constructed of the Roxbury stone, which has now become so very popular. The plan of the church, with its spires of unequal height at opposite corners, is unique, and the effect is exceedingly pleasing. The structure is in the plain Gothic style, and stands on a lot 202 feet long and 100 feet in depth. The entire cost of land, buildings, bell, and furniture, was only \$68,000. The land alone is worth much more than



Methodist Church, Tremont Street.

that sum to-day, and the church could not be replaced, if it were destroyed, for the amount originally paid for the entire estate of the church. The society worshipping here was formerly known as the Hedding Church. Meetings were first held at the corner of Shawmut Avenue and Canton Street in 1848. A brick church was built the next year on South William Street, which was occupied until the present edifice was dedicated, on the first of January, 1862.

Columbus Avenue is one of the finest streets in Boston, and runs from the Common southwesterly towards Roxbury, being a mile and a half long, straight and level, and eighty feet wide. It is paved with a preparation of asphalt, which gives a smooth hard surface. At the sides are long lines of blocks of residences, — brick, marble, brownstone, and Ohio stone, — with occasional open triangular spaces where other streets cross diagonally. The avenue begins at Park Square, at the foot of the Common, and near the Providence railway station. The first important street to be intersected is Berkeley Street, and near

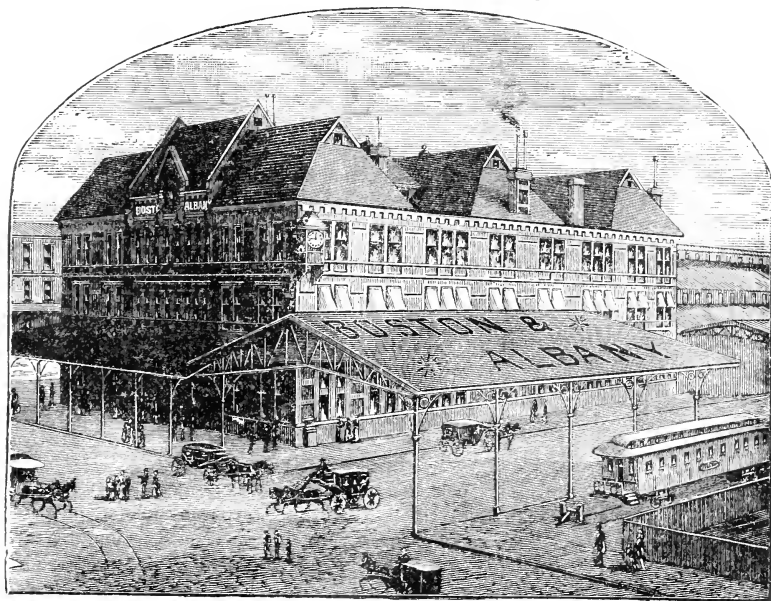


Union Congregational Church, Columbus Avenue.

West Chester Park is a broad and pleasant avenue, being built upon quite rapidly, which crosses Columbus Avenue near its southern end, and runs out across the Back Bay to Beacon Street and the Charles River. From the line of this street good views are afforded of the highlands and villages of the Roxbury district and Brookline.

this point are several quite large apartment-hotels of the first class. The spacious building of the First Presbyterian Church occupies one corner; the church and parsonage of the People's Church (Methodist) is on another; and a little way beyond is the handsome stone structure occupied by Dr. Miner's Universalist Church, with its tall spire and stained windows. A few blocks further out is the Union Church (Congregational), a picturesque, ivy-covered stone building, of Gothic architecture, occupying the front of an entire square with its rambling group of church and chapel, and adorned within with a high pitched roof of open-work timbers. Not far away, on Warren Avenue, is the many-sided Church of the Disciples, of which the late James Freeman Clarke was the honored pastor; and one square farther to the north is the Warren Avenue Baptist Church.

On the easterly edge of the district we have included in the South End is the new passenger station of the Boston and Albany railroad. Before this was built the old station had become altogether inadequate for the enormous business done by the road, and the city and state authorities urged the abandonment of it, in order to avoid the delays and dangers to foot passengers on Kneeland Street. An unsuccessful attempt was made to have the tracks of the Albany and those of the Boston and Providence roads so changed as to make it possible to consolidate both passenger stations under one roof, the plan being to enlarge the Providence railroad station and make that the terminus for both roads, and then the Boston and Albany Company determined to build the new structure of its own. The site is diagonally opposite the rear of the old station, on Kneeland Street. The new building was first occupied in the autumn of 1881. It is a fine structure, and furnishes ample accommodation for transacting the business of the road. The head house is 140 by 118 feet, and is three stories high ; and the summit of the roof is 80 feet above the ground. The first story is 23 feet, the second 16, and the third 14. The main entrance is on Kneeland Street, and on the Lincoln Street side there is a covered carriage way. The train house



Boston and Albany Railroad Station.

is 450 feet long and of the same width as the head house. It has six tracks, four of them 414 feet long, one 350 feet, and one 250 feet. These tracks are divided by fences on the platforms, which are designed to prevent confusion

among passengers ; and in order to still further guard against mistakes in taking trains, each main gate to the train platforms is provided with printed cards showing the stopping places of the trains in waiting, and a dial indicating the exact time of departure. A wing 32 by 90 feet, two stories high, on the Lincoln Street side, provides room on the lower story for baggage, and in the upper, quarters for conductors and brakemen. In the spring of 1886 the Newton Circuit was opened. This was completed by connecting the Brookline and Newton Highlands Branch with the main line at Riverside. It is twenty-three miles long, and runs through the attractive suburbs of Brookline and Newton.

The Old Colony Railroad serves the entire south shore of Massachusetts, and Cape Cod ; operates the Boston and Providence, with which it is united, and owns the widely known " Fall River Line." The growth of both local and through



Old Colony Railroad Station.

business on this line during the past few years has been very great, owing to the rapid increase of population along the line and the enterprising management of the company's affairs. The passenger station of this road, on Kneeland Street, next beyond that of the Boston and Albany, makes no architectural pretensions externally, but within it is one of the best structures of the kind in the city. Near these important railroad stations is the United States Hotel, on Beach Street. Established many years ago, it has always enjoyed a fine reputation as a comfortable and admirably managed house. It is on the American plan.

The newest South End theatre, the Grand Opera House, is on Washington Street near Dover.

VI. THE HARBOR.

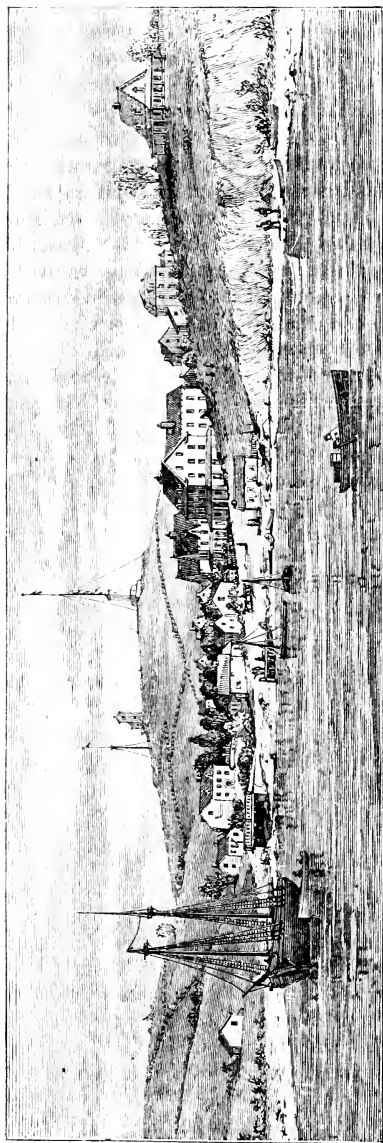


BOSTON HARBOR is protected by the natural breakwater on which stands the town of Hull. This is a singular peninsula, jutting northward from the South Shore, and partially enclosing an extensive body of water. Hull has several points of interest. Nantasket Beach, on the side of the peninsula towards the sea, is one of the finest on the coast, and it has become a favorite and very popular place of resort in the summer. The summer population is largest at the lower or southern end of the peninsula, while the permanent population is mostly concentrated near the other extremity. On the high hill, which overlooks the entire entrance to Boston Harbor, is situated the observatory, from which the arrival of vessels, their names, and the point whence they come, are telegraphed immediately to the Chamber of Commerce in the city. Hull is one of the smallest towns in Massachusetts, and there have been many jokes at its expense on this account. The vote of the town is almost always one of the first returned at a general election. From this there has arisen the curious saying, "As goes Hull, so goes the State," — a saying which is very far from true. Dr. Holmes said in his "Autocrat of the Breakfast-Table," that in this town they read a famous line with a mispronunciation pardonable under the circumstances, —

"All are but parts of one stupendous Hull."

The harbor of Boston is filled with islands, most of which have a history that it would be exceedingly interesting to recount. That of Castle Island, on which Fort Independence now stands, is more prominent in Colonial and Revolutionary annals than any other, both because it was the first island fortified and because it was so accessible from the town. This island was the scene of many a fatal duel in the olden time. Thompson's Island is remarkable for its fantastic shape, which has been likened to that of an unfledged chicken, and also for the numerous and protracted controversies that have taken place to settle the ownership of the island in the early days of the colony. Spectacle Island, so named from its form, was formerly used for quarantine purposes, but is now given up to the business of converting retired ear horses into a variety of useful products. Most of the islands were granted by the General Court, during the first years of the settlement of Boston, to persons who agreed to pay a yearly rental in shillings or rum for their use. Ultimately they became private property either by compounding for the yearly rent or by a sort of pre-emption which was accomplished without the aid of any other law than that of possession.

Numerous steamboats ply between the city and the places of resort in the harbor and just outside of it. For reasonable fees one may steam in and out

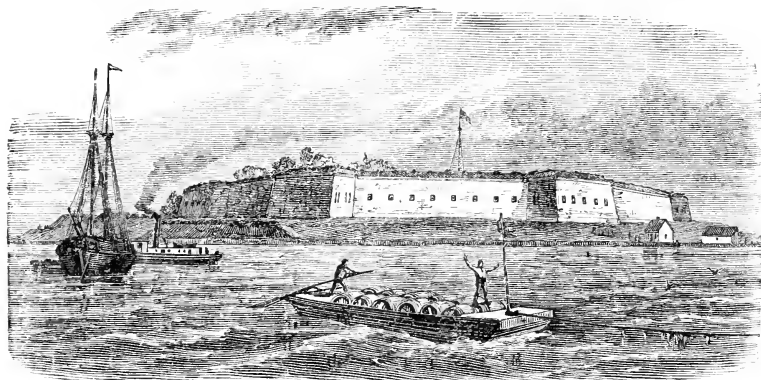


View of Hull.

between the several islands, and enjoy, on the most sultry of days, a cool and refreshing breeze, together with the most delightful and ever-changing scenery. Among a great many points of interest along the trip down the harbor, only a very few can be here mentioned. The first fort built upon Castle Island was constructed in 1634, and since that time the island has always been fortified. The works have been rebuilt a great many times. Castle William stood on this island when the Revolutionary war broke out, and when the British troops were obliged to evacuate Boston they destroyed the fort and burned it to ashes. The Provincial forces then took possession of the island, and restored the fort. In 1797 its name was formally changed to Fort Independence, — the President, John Adams, being present on the occasion. In 1798 the island was ceded to the United States. From 1785 until 1805 this fort was the place appointed for the confinement of prisoners sentenced to hard labor, provision having been made in the act of cession to the United States that this privilege should be retained. The present fort is of comparatively recent construction.

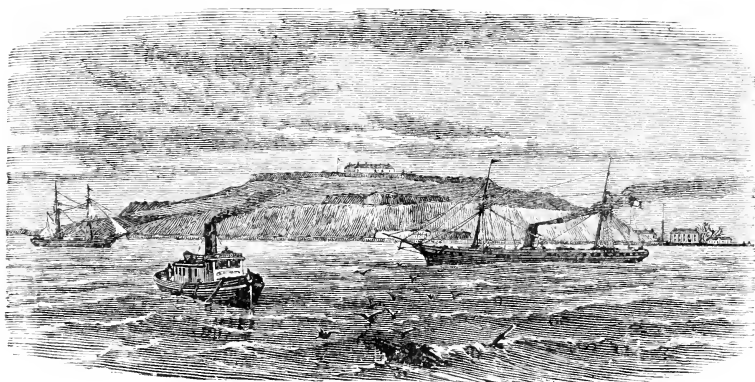
Directly opposite Fort Independence, as one enters or leaves the inner harbor by the main ship-channel, is the still uncompleted fortification named Fort Winthrop, on Governor's Island. This island was granted to Governor Winthrop in 1632, and was subsequently confirmed to his heirs. In 1640, the condition was made that he should

pay one bushel of apples to the Governor and one to the General Court in winter, annually. It continued in the sole possession of the Winthrop family until



Fort Independence.

1808, when a part of it was sold to the government for the purpose of erecting a fort, which was named Fort Warren. Subsequently the name Fort Warren was transferred to the fortifications farther down the harbor, and the name of

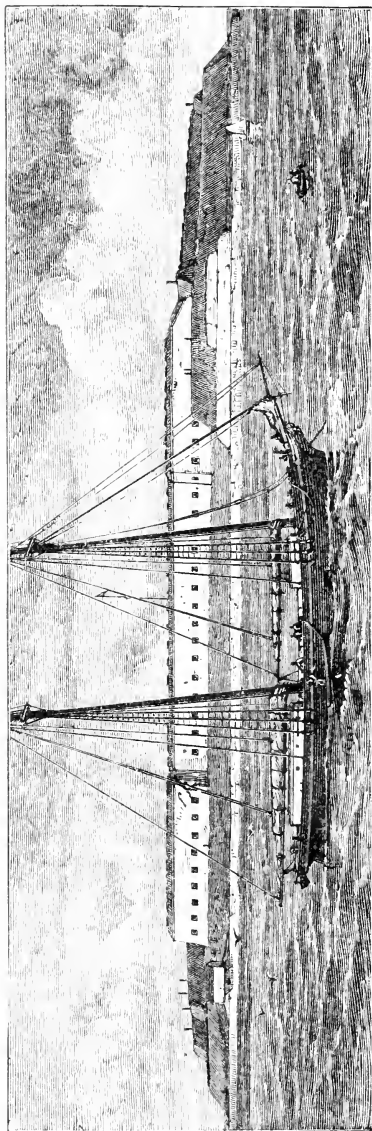


Fort Winthrop.

Winthrop given to the work now in process of erection, in honor of the governor and the early owners of the island. When fully completed, Fort Winthrop is intended to be a most important defence to the harbor.

The present Fort Warren is on George's Island, near the entrance to the harbor, and is the most famous of all the defences of the city. George's Island was claimed as the property of James Pemberton, of Hull, as early as 1622. His possession of it having been confirmed, it was bought, sold, and inherited by numerous owners, until 1825, when it became the property of the

city of Boston. It is now, of course, under the jurisdiction of the United

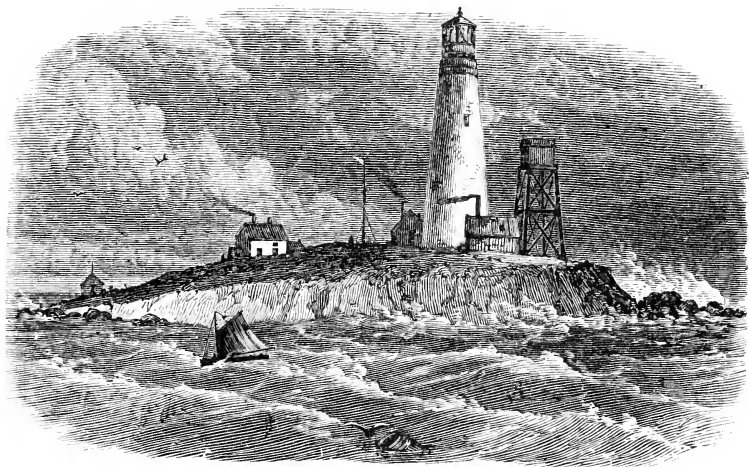


Fort Warren, Boston Harbor.

States government. The construction of the present fort was begun in April, 1833, and was completed in 1850. The material is finely hammered Quincy granite, and the stone faces, as well as those parts that have been protected with earth and sodded over, are as neat and trim as art can make them. The fort is one of great strength, but it has never yet been needed to defend the harbor of Boston. During the Rebellion it was used as a place of confinement for noted Confederate prisoners, the most famous of all being the rebel commissioners to Europe, Mason and Slidel, who were sent here for confinement after their capture on board the *Trent* by Commodore Wilkes.

About two miles from Fort Warren, nearly due east, and at the entrance of the harbor, is the Boston Light. The island on which it stands has been used as a lighthouse station since 1715, when the General Court of the colony passed the necessary acts. The land was generously given to the colony by the owners of it, though as there is soil on only about three quarters of an acre, the rest of the two or three acres being bare, jagged rock, the gift entailed no great loss upon them. In the time of the Revolution, the lighthouse was the object of much small warfare, and was several times destroyed and rebuilt. In 1783 it was once more restored by the State, being built this time of stone; and it is this lighthouse which still stands at the mouth of the harbor, though it has since been enlarged and re-

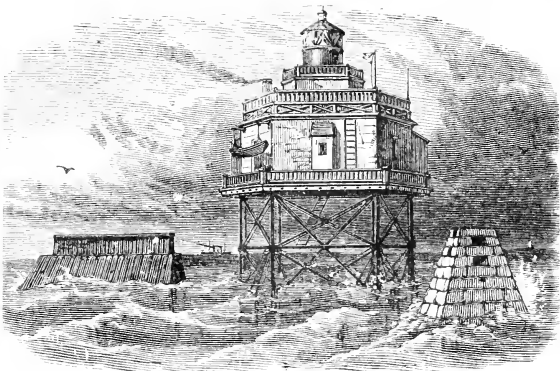
fitted several times. The top of the lighthouse now stands ninety-eight feet above the level of the sea, and is fitted with a revolving light which can be seen from a distance of sixteen nautical miles in fair weather.



Boston Light.

Still nearer to Fort Warren, and on the direct line to Boston Light is the Spit, or Bug Light.

It is a curious structure. The lower part is a system of iron pillars fixed in the rock, affording no surface for the waves to beat against and destroy. The fixed red light is about thirty-five feet above the level of the sea, and can be seen at a distance of about seven miles in clear

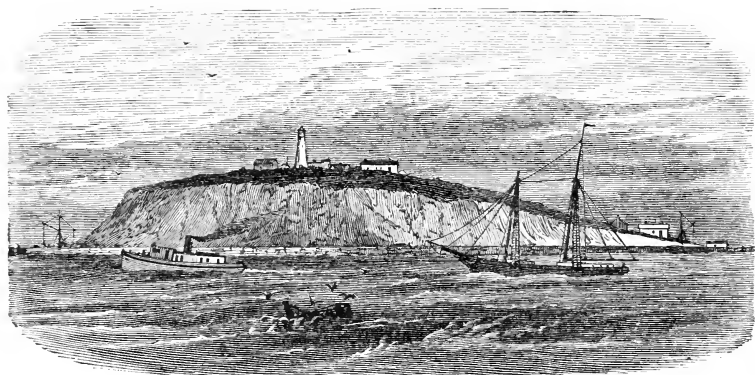


Bug Light.

weather. This light was built in 1856. Its object is to warn navigators of the dangerous obstacle known as Harding's Ledge, about two miles out at sea, east of Point Allerton, at the head of Nantasket Beach.

The lighthouse on Long Island was built in 1819. The tower is twenty-two

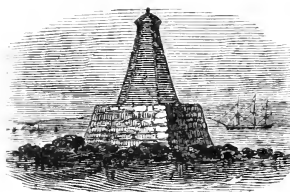
feet in height, but the light is eighty feet above the level of the sea. The tower is of iron, painted white; the lantern has nine burners; the light is fixed, and can be seen in a clear night about fifteen miles. There have been several



Long Island Light.

attempts to make Long Island a place for summer residences. In 1885 it was purchased by the city, and public charitable institutions are to be established upon it.

East of Long Island head there is a low, rocky island on which stands a singularly shaped monument. It consists of a solid structure of stone, twelve feet in height, and forty feet square. All the stones in this piece of masonry are securely fastened together with copper. Upon it stands an octagonal pyramid of wood, twenty feet high, and painted black. It is supposed that this monument was erected in the earliest years of the present century, though the date is not known. Its purpose was to warn vessels of one of the most dangerous shoals in the harbor. This Island is known as Nix's Mate, though for what reason is not known. There is a tradition, unsupported by facts, that the mate of a vessel of which one Captain Nix was master, was executed upon the island for killing the latter. But it was

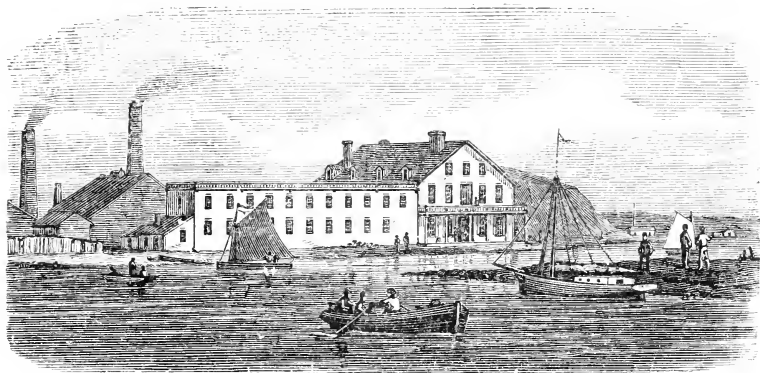


Nix's Mate.

known as "Nixes Iland," as long ago as 1636, before any execution for murder or piracy had taken place in the colony, and this would seem to dispose of the story. Several pirates have since been hanged there. One William Fly was hanged there in chains in 1726 for piracy, on which occasion, the Boston News Letter informs us, Fly "behaved himself very unbecomingly, even to the last." It is a part of the tradition above referred to that Nix's Mate declared his innocence, and asserted, as a proof of it, that the island would be washed away. If any such prophecy was ever made, it has certainly been fulfilled. We

know by the records that it contained in the neighborhood of twelve acres in 1636 ; there is now not more than one acre of shoal, and there is not a vestige of soil remaining.

Point Shirley is the southern extremity of the town of Winthrop, but it properly comes into any notice of Boston harbor. Its chief attraction is Taft's Hotel, noted for its fish and game dinners. Indeed Point Shirley, ever since it received its present name, has been synonymous with good cheer. A company of merchants purchased it in 1753, designing to establish a fishery station. They never put the property to its intended use, but when they were ready to

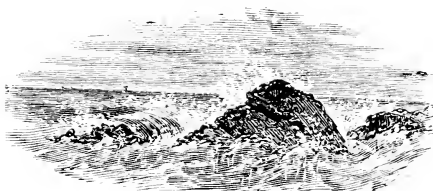


Point Shirley.

advertise the place, they invited Governor Shirley to go down to the spot with them. He accepted, the party had a fine time and a fine dinner, and by permission of his Excellency, what had before been known as Pulling Point was dubbed Point Shirley. The name of Pulling Point has since been transferred to another point of land on the same peninsula.

We have only glanced at the harbor and a few of the numerous places of interest in and about it. The islands in the harbor are many, and of very peculiar shapes, which fact has given some of them their names, — as, for instance, Spectacle, Half Moon, and Apple Islands. Few of them are occupied, and several are uninhabitable, but the sail among and around them is in the summer-time a most agreeable change from the hot brick walls and dusty streets of the city. If we extend our view beyond the harbor along the north shore we shall see Revere Beach, — one of the finest on the coast, — Lynn, and Nahant. Both the latter places may easily be visited by steamers. Nahant is perhaps the chief glory of the north shore. It is a peninsula connected with the mainland at Lynn by a long narrow neck, upon which is a noble beach. Those who dwell upon the peninsula regard its comparative inaccessibility as something strongly in its favor. They have not allowed a large hotel to be erected upon it since the destruction by fire of one that formerly stood in the town. Nahant is

a favorite resort for picnickers, for whom a place has been specially provided which is fantastically called Maolis Gardens, — Maolis being nothing more than Siloam spelled backwards. For the rest, Nahant is occupied by wealthy citizens of Boston who have erected for themselves in this secluded place elegant summer residences where, in the midst of their gardens and groves and lawns, they may live as freely and quietly as they wish. The sea-view is magnificent. The peninsula lies near to the entrance of Boston Harbor, and is practically an island at some distance from the coast. All the grandeur of the sea in a storm, and all the beauty of the sea on a fine day when the horizon is dotted with the white sails of arriving and departing vessels, the dwellers at Nahant enjoy at their grandest and most beautiful. Beyond Nahant are Egg Rock, a small island still farther than Nahant from the coast ; Marblehead Neck and Point, which are rapidly coming into favor as summer resorts ; Swampscott, already one of the most fashionable of the coast watering-places ; and Cape Ann, with its succession of beautiful sea-side villages, — Beverly Farms, Manchester, Gloucester, Rockport, and Pigeon Cove. On the south coast we may find equally interesting and equally beautiful places. At Hingham, among other objects to be noticed, is the oldest church edifice in the country ; and off Cohasset is the famous Minot's Ledge Lighthouse, a solid stone structure that stands where a former lighthouse was destroyed by a storm some years ago, on one of the most dangerous and most dreaded rocks upon our coast.



VII. NEW BOSTON AND THE SUBURBS.



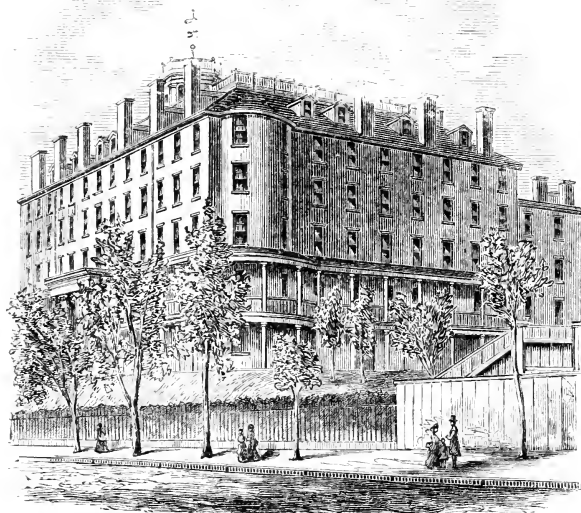
E have already said that Boston has grown in territorial extent not only by robbing the sea, but by absorbing other outlying tracts of land and whole municipalities. The first addition of the latter kind was made in 1637, when Noddle's Island was "layd to Boston," and its name changed to East Boston. It was practically uninhabited, however, until 1833, when a company of capitalists bought the entire island and laid it out for improvement. Its growth since that time has been rapid, but it is still capable of great increase in population, as well as in wealth and business. A part of South Boston was taken from Dorchester in 1804 by the Legislature, much against the will of the people of that town, and annexed to Boston. Again, in 1855, the General Court added to the territory of the city by giving to it that part of South Boston known as Washington Village. However, Boston has now made peace with Dorchester by taking to itself all that remained of that ancient town. Roxbury, which had a history of its own, and a name which many of the citizens were exceedingly loath to part with, became a part of Boston on the 6th of January, 1868. It was incorporated as a town but a few days after Boston, it was the home of many distinguished men in the annals of Massachusetts and the country, and it took a glorious part in the several struggles in which the Colonies and the Union were engaged. In the old times, when that narrow neck of land to which we have repeatedly alluded in the previous pages, was the only connection between Boston and Roxbury, there were good reasons why the two should be under separate governments; but long ago the two cities had met, and joined each other. Dorchester was incorporated the same day as Boston. It too had its history, and but for the manifest advantages to both municipalities of a union, might have retained its separate existence. The act of union, passed by the Legislature in June, 1869, was accepted by the voters of both places the same month, and the union was consummated on the 3d of January, 1870. The Legislature of 1873 passed separate acts annexing Charlestown, West Roxbury, Brookline, and Brighton, to Boston, each case being made independent of the others and dependent upon the consent of the parties to the union. Only Brookline uttered a "nay" to the wooer, and the other three became parts of Boston at the beginning of 1874. It is with a few among the many objects of interest in these outlying parts of Boston, and in the suburbs, that we shall have to do in this chapter.

One of the most interesting of the public institutions in the city is the Perkins Institution and Massachusetts Asylum for the Blind, at South Boston. It

has been more than fifty years in operation with uninterrupted and most remarkable success. It was instituted in 1831. In the following year, Dr. Samuel G. Howe undertook its organization; and began operations with six blind children as the nucleus of a school. For a year the institution was greatly hampered by a lack of funds; but a promise of an annual grant by the Legislature, a generous sum raised by a ladies' fair, and liberal contributions by the

people of Boston, speedily settled the financial question and opened a period of prosperity and usefulness which has continued to the present time. Wonders have been accomplished in the instruction of unfortunate youth deprived of sight; and in some cases, notably that of Laura Bridgman the absence of the sense of hearing also has not been an insuperable obstacle to learning.

This asylum was



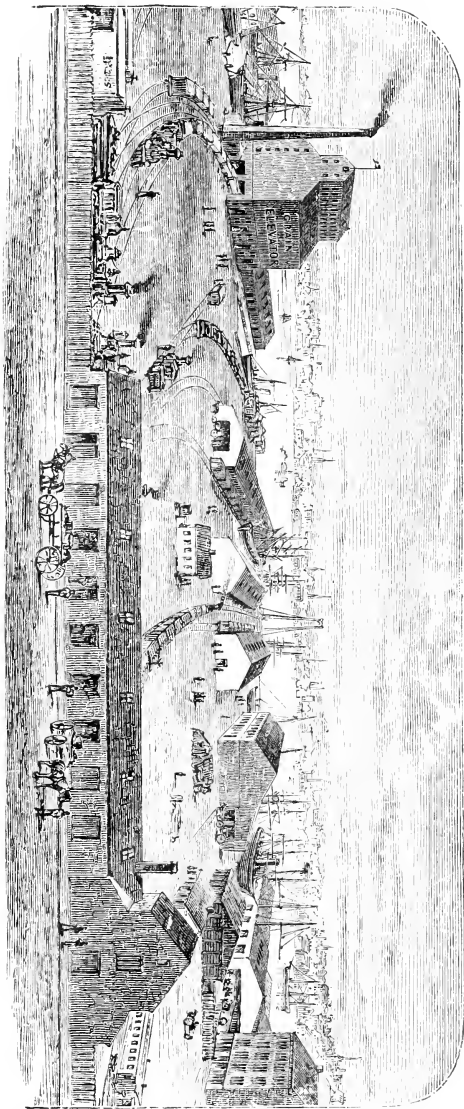
Perkins Institution for the Blind.

under the direction of Dr. Howe, its founder, until his death in 1877, and a great deal of the success of the experiment is to be credited to his peculiar fitness for the position, and to his devotion to its interests. His son-in-law, Mr. Michael Anagnos, is at present at the head of the institution as Superintendent. The main building is situated on high ground on Mount Washington. Of late years the plan of the institution has been changed. The sexes are entirely separated, the women occupying dwelling-houses built for the purpose. The inmates, of both sexes, are divided into families, each of which keeps a separate account of its expenses. The Asylum is partly self-supporting, such of the pupils as are able to pay maintaining themselves as at a boarding-school, and all the pupils being taught some useful trade. Several States, particularly the New England States, pay for the support of a large number of beneficiaries.

In East Boston are the extensive terminal improvements of the Boston and Albany railroad made since the purchase by the company of the Grand June-

tion railroad and wharf. The railroad forms a connection between the main line of the Boston and Albany, and the Fitchburg, Lowell, Eastern, and Boston and Maine railroads, and gives the Albany road a deep-water connection. Wheat-trains from the West are here emptied of their contents by machinery directly into an elevator which has a capacity of a million bushels, from which in turn vessels may be rapidly loaded. Ample facilities are afforded for loading and unloading the Cunard and other lines of steamships; while the facilities for the reception and dispatch of immigrants here are unequalled by those of any other city on the continent. Immigrants who are to continue their journey by land into other States are provided with every comfort, and are completely secluded from sharpers, who are always on the look-out for an opportunity to swindle, until they are sent away in trains over the Grand Junction and the Boston and Albany roads without being compelled even to pass through the city. The amount of business transacted at this wharf is immense. The railroad and wharves were built in 1850-51, and on the occasion of their opening a three days' jubilee was held in Boston, in which many nota-

Grand Junction Wharves, East Boston.



bles, the President of the United States among them, participated. But the



First Church in Roxbury, and the Norfolk House.

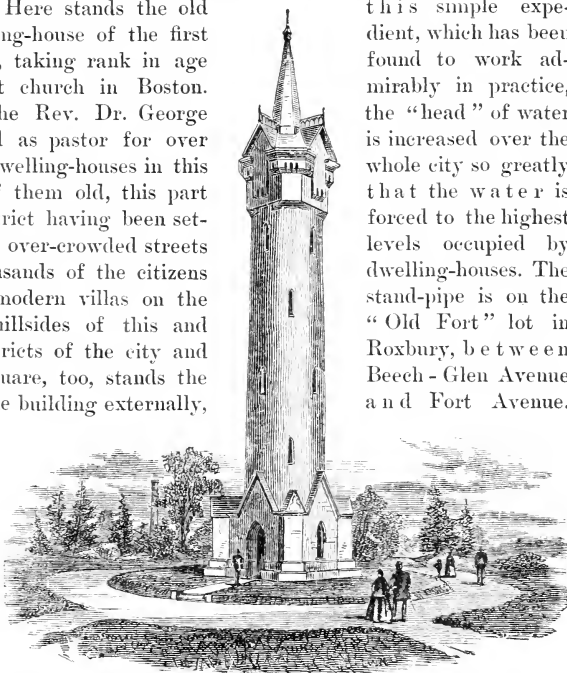
enterprise did not pay. And when the present owners came into possession of the property in 1868, no train had been run over the road in fourteen years. Vast improvements have been made since then.

converge, is a small park in the Roxbury district, which possesses several points of interest. Here stands the old Unitarian meeting-house of the first church in Roxbury, taking rank in age next after the first church in Boston. Over this church the Rev. Dr. George Putnam was settled as pastor for over forty years. The dwelling-houses in this square are many of them old, this part of the Roxbury district having been settled long before the over-crowded streets of Boston sent thousands of the citizens to seek sites for modern villas on the more picturesque hillsides of this and other suburban districts of the city and towns. On this square, too, stands the Norfolk House, a fine building externally, and a favorite boarding-hotel.

One of the most important improvements in the Cochituate Water-Works was made in 1869, when the stand-pipe in the Roxbury district was erected and put in use. By

Eliot Square, into which Dudley, Roxbury, and Highland Streets

this simple expedient, which has been found to work admirably in practice, the "head" of water is increased over the whole city so greatly that the water is forced to the highest levels occupied by dwelling-houses. The stand-pipe is on the "Old Fort" lot in Roxbury, between Beech-Glen Avenue and Fort Avenue.



Stand-Pipe of Cochituate Water-Works.

The base of the shaft is 158 feet above tide marsh level. The interior pipe is a cylinder of boiler iron, eighty feet long ; and around this pipe, but within the exterior wall of brick, is a winding staircase leading to a lookout at the top. The total cost of the structure and the pumping-works connected with it was about \$100,000. It was intended to supply high service to those parts of the city which were at the higher levels, but it was found adequate to the supply of the whole city ; thus it superseded the old reservoir on Beacon Hill, and has itself been rendered useless by the new Parker Hill reservoir.

The Roxbury district always had a good reputation for remembering its great men. We have still in this district Dudley, Eustis, and Warren Streets, and numerous others named in memory of distinguished citizens. General Joseph Warren has been especially remembered, for besides the street which bears his name, there is a steam fire-engine called after him, and the dwelling-house that stands on the spot where his house stood, bears a tablet commemorating the fact. The house stands in a charming site behind a row of fine old trees.

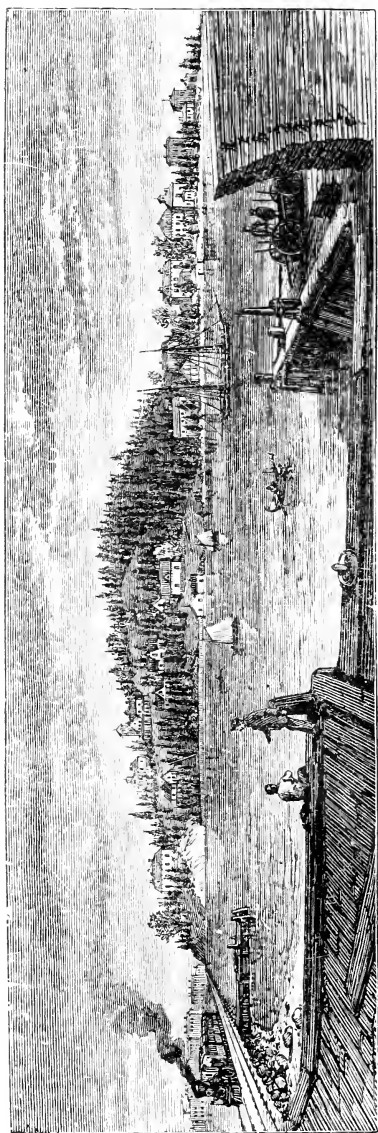
The Dorchester district was a delightful old town, and is a charming new district of the city. It retains many of its ancient characteristics, and some of its quaint old houses are still preserved. Since its annexation to the city it has been rapidly built up, and it is now a district of pleasant rural homes and charming country houses, with many of the conveniences and comforts of the city. Its picturesque hills and fine old woods have made it a favorite place for the erection

of elegant residences. On many of these estates large sums of money have been lavished, and the skill of the architect and the art of the landscape-gardener invoked to render them as attractive as possible. By such means the scenery of Dorchester has been made exceedingly



Meeting-House Hill.

rich and varied. Here a road passes through the midst of large and finely-kept estates, surrounding handsome dwelling-houses, to plunge into a wilderness,

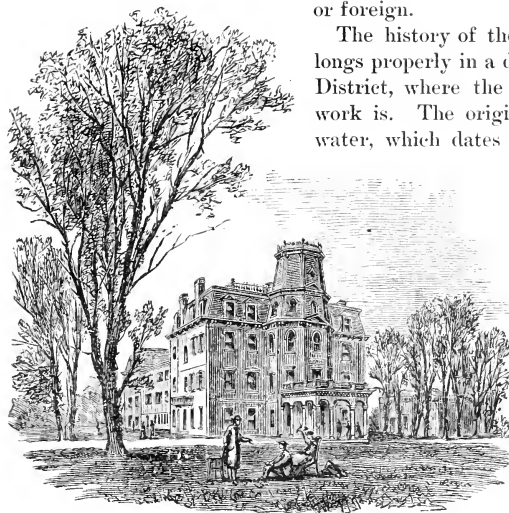


Savin Hill, from Old Colony Railroad.

where the fields are barren and rocky, and the forests in all their primitive wildness. Again we come upon a thriving village, and pass out of it to find new beauties by the seaside. We give two views of Dorchester scenery, the one showing Meeting-House Hill, which is one of the landmarks in Dorchester, and the other Savin Hill, as seen from Dorchester Point, — the first belonging to the older part of Dorchester, the latter more modern as a place of residence.

The estate known as Grove Hall, at the junction of Warren Street and Blue Hill Avenue, in the Dorchester district, was purchased for the Consumptives' Home a few years ago, and is now occupied by that and its attendant institutions. It is a large and spacious mansion, and is surrounded by ample grounds, making the situation a most pleasant retreat for the poor, diseased people who come here for treatment and cure, or for a comfortable home until they are released from suffering by death. The system on which the Consumptives' Home is supported is the same as that upon which the famous orphan asylum of Müller is maintained. The founder was Dr. Charles Cullis. He calls his institution a "Work of Faith" because he says he depends entirely upon prayer for contributions to sustain it. The usual number of patients is from thirty-five to fifty; it scarcely need be said that there are frequent changes, owing to the hopeless nature of the disease. The plan of the institution is to admit all poor persons sick with consumption, and

without home or friends to relieve them, old or young, black or white, native or foreign.



Consumptives' Home, Dorchester District.

The history of the Boston Water-Works belongs properly in a description of the Brighton District, where the most extensive and costly work is. The original public introduction of water, which dates from October 25, 1848, is mentioned in the description of the Common in preceding pages. The growth of the city has been so rapid that what was originally calculated to be a sufficient supply of water for half a century was, in a few years, found to be inadequate. Again and again have measures been taken to make good the deficiency. In 1872 a comprehensive scheme was entered upon

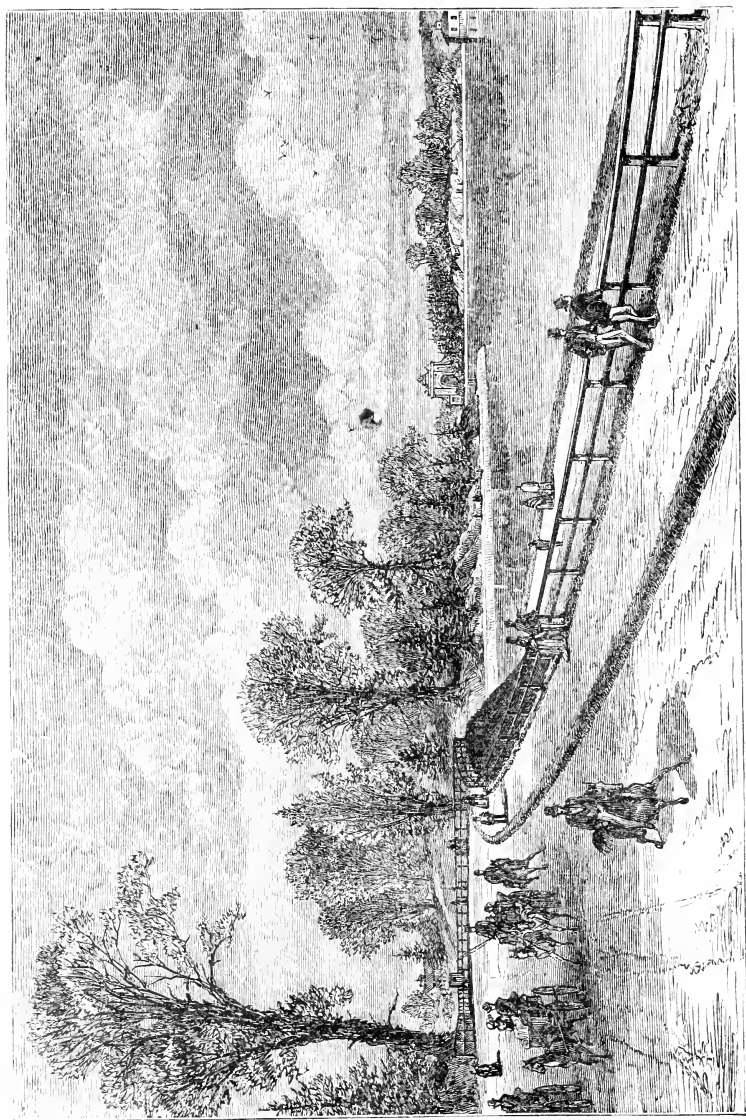
which, it was hoped, would avert for an indefinite period all fears of a water famine. That this hope has been disappointed and that a still more extensive and expensive scheme has been adopted, namely the introduction of the use of the Sudbury River, is matter of history.

The necessity for building a new reservoir, for the purpose of storing the water that usually ran to waste over the dam at Lake Cochituate during and after the spring and fall freshets, was urged by the Water Board in 1863. In

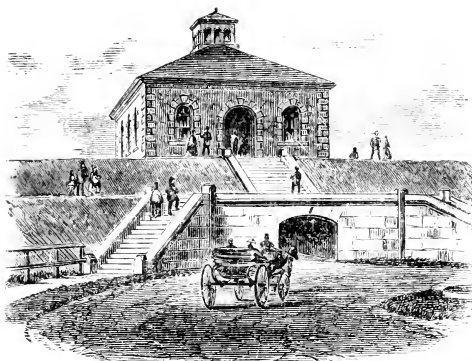


Entrance to the Reservoir grounds.

1865 the Legislature gave the necessary authority to the city; purchases of



The Drive, showing the Large Reservoir.



Gate House, Chestnut Hill.

double reservoir, being divided by a water-tight dam into two basins of irregular shape. The surface of water in both is about one hundred and twenty-five acres, and when filled to their fullest capacity the two basins will hold nearly eight hundred million gallons. As we have said, this addition to the works has been found inadequate, and in 1872 authority was obtained for the city to take water from the Sudbury River. A temporary supply was

land were made, and the work begun. More than two hundred acres of land, costing about \$120,000, were deeded to the city before the reservoir was finished. Like the Brookline Reservoir, it constituted a natural basin. It is five miles from the Boston City Hall, and one mile from the Brookline Reservoir. It lies wholly in the Brighton District near Chestnut Hill, from which it derives its name. It is, in fact, a

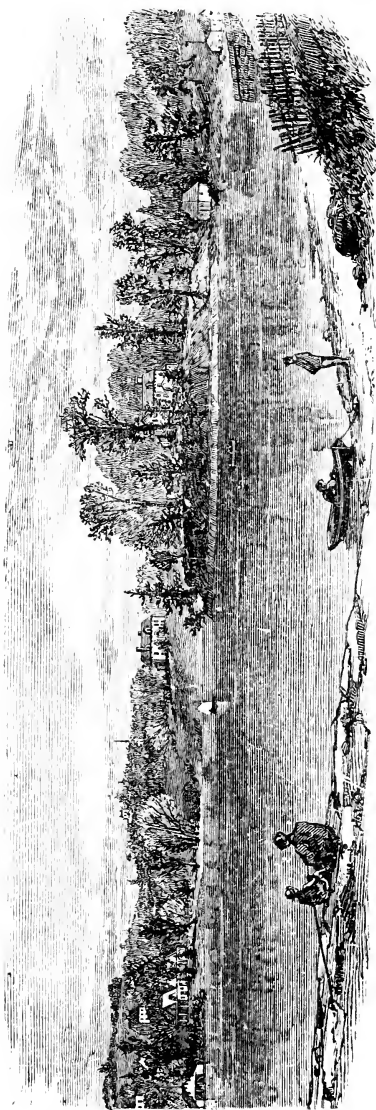


The Drive, on the Margin of the small Reservoir.

procured by connecting the river with Lake Cochituate, and the work of bringing the water to the reservoirs by independent mains was promptly carried out.

The Chestnut Hill Reservoir is a great pleasure resort. A beautiful drive-way, varying from sixty to eighty feet in width, surrounds the entire work. In some parts the road runs along close to the embankment, separated from it only by the beautiful gravelled walk with the sodding on either side. Elsewhere it leaves the embankment and rises to a higher level at a little distance, from which an uninterrupted view of the entire reservoir can be had. The scenery in the neighborhood is so varied that it would of itself make this region a delightful one for pleasure driving, without the added attractions of the charming sheet of water, the graceful curvatures of the road, and the neat, trim appearance of the green-sward that lines it throughout its entire length.

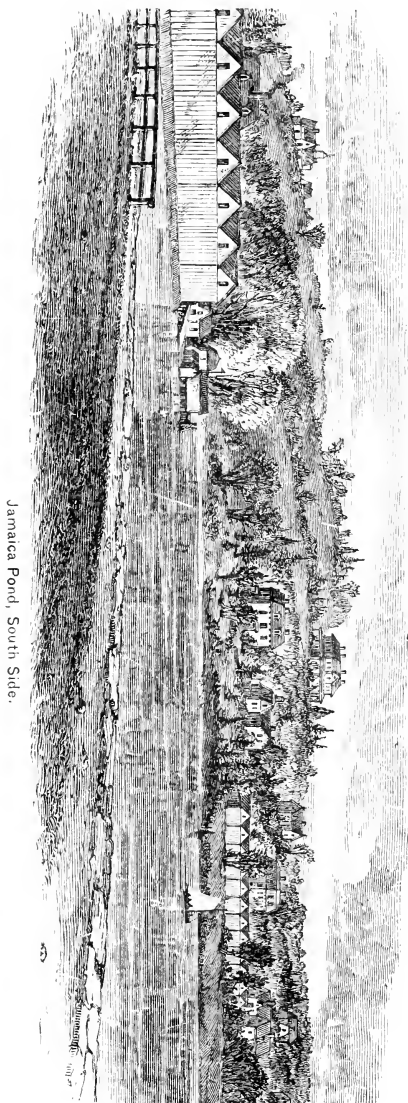
Before the introduction of water from Lake Cochituate the city was dependent upon wells and springs, and upon Jamaica Pond, in West Roxbury, which is now Ward Twenty-three of Boston. A company was incorporated in 1795 to bring water into Boston from that source, and its powers were enlarged by subsequent acts. It was for a long time a bad investment for the shareholders. Afterwards the company had a greater degree of prosperity, and at one time it supplied at least fifteen hundred houses in Boston. The water was conveyed through the streets by four main pipes, consisting of pine logs. Two of these were



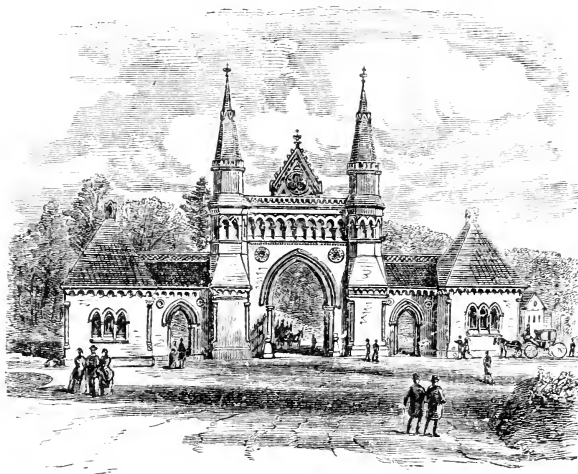
Jamaica Pond, North View.

of four inches, and two of three inches, bore. The water thus brought into the city was carried nearly as far north as State Street. In 1840 an iron main, ten inches in diameter, was laid through the whole length of Tremont Street to Bowdoin Square. But the prospective wants of the city were far beyond the capacity of Jamaica Pond to supply, and the Lake Cochituate enterprise not only prevented the aqueduct company from enlarging its operations, but rendered all its outlay in Boston useless and valueless. The city, however, made compensation by purchasing the franchise and property for the sum of \$45,000, in 1851. The property, minus the franchise, which the city of course wished to extinguish, was sold in 1856, for \$32,000. At present the chief practical use of Jamaica Pond is to furnish in winter a large quantity of ice, which is cut and stored in the large houses on its banks, for consumption in the warm weather. It is a great resort for young and some older people in the winter for skating. Handsome estates line its banks, and the drive around it is one of the most beautiful of the many which make the suburbs of Boston so attractive to its own citizens and to strangers. In summer there is much pleasure sailing and rowing on the pond, and in past years there have been several interesting regattas upon it.

Forest Hills Cemetery, also in the West Roxbury district was originally established by the city of Roxbury, of which the town at the time formed a part. It was sub-



sequently conveyed to the predecessors of the present proprietors. It is a little



Entrance to Forest Hills.

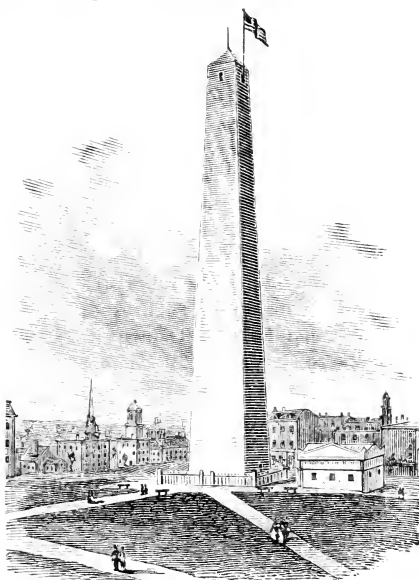
this cemetery. Within recent years an impressive receiving-tomb has been built at Forest Hills. The portico is nearly thirty feet square, and is built in the Gothic style of architecture in Concord granite. Its appearance is massive, without being cumbersome. Within there are two hundred and eighty-six catacombs, each for a single coffin, which are closely sealed up after an interment. The entrance gateway to Forest Hills Cemetery is a unique and striking structure of Roxbury stone and Caledonia freestone. The inscription upon the face of the outer gateway is, —

“I AM THE RESURRECTION AND THE LIFE,”

in golden letters. On the inner face is in similar letters the inscription, —

“HE THAT KEEPETH THEE WILL NOT SLUMBER.”

larger in territory than Mount Auburn. It contains a great number of interesting memorials. The burial-lot of the Warren family is on the summit of Mount Warren. The remains of General Joseph Warren, who fell at Bunker Hill, have been taken from the Old Granary Burying-Ground in Boston, and reinterred in



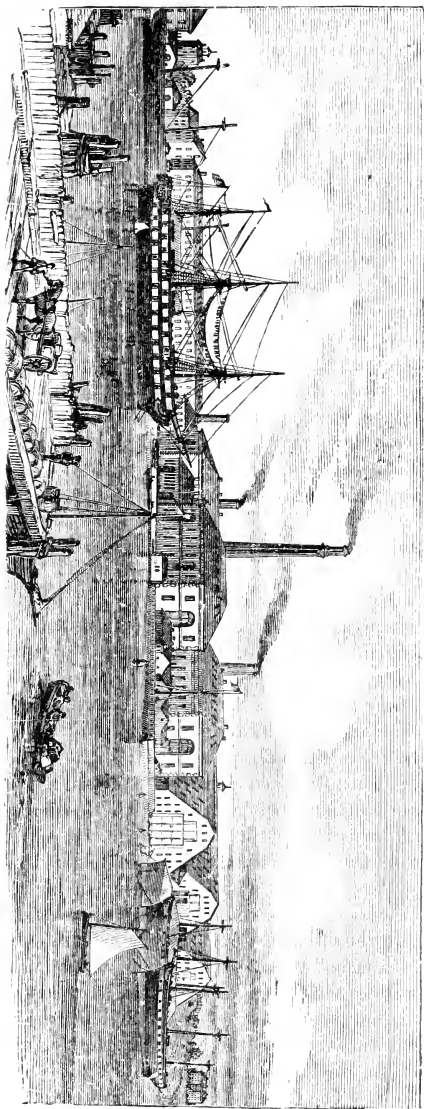
Bunker Hill Monument.

The grounds of the cemetery, like those of Mount Auburn, are exceedingly picturesque, the variety of hill and dale, greensward, thickets of trees, pleasant sheets of water, and rocky eminences, making the place an attractive spot.

The Charlestown district is noted for containing Bunker Hill, as interesting a spot as Revolutionary history can boast. And the monument that crowns the hill is so conspicuous as hardly to require that attention should be directed to it. The event it celebrates and the consequences of that event, the appearance of this imposing granite shaft, and the magnificent view of the entire surrounding country to be obtained from its observatory, are, or should be, familiar to every citizen of New England; and no visitor to Boston from more distant parts of the country is likely to return home without ascending the monument, as a good patriot. The oration delivered by Daniel Webster at the dedication of the monument on the anniversary of the battle of Bunker Hill, the 17th of June, 1843, has been declaimed by many a school-boy.

Within the monument grounds, standing in the main path, is the new bronze statue of Colonel William Prescott, by W. W. Story. This is of heroic size, and is intended to depict Prescott the moment that he uttered the warning words, to the patriot soldiers,

The Navy Yard, from East Boston.



"Don't fire until I tell you ; don't fire until you see the whites of their eyes." The statue was unveiled with formal ceremonies on June 17, 1881, when Robert C. Winthrop delivered an oration.

No visitor to Charlestown should leave it until he has visited the United States Navy Yard, established by the government in the year 1800. The yard has since been very greatly enlarged, and extensive and costly buildings have been erected upon it. The dry-dock, which was begun in July, 1827, and completed six years later, is a most substantial work of granite masonry, 341 feet long, 80 feet wide, and 30 feet deep, which cost, even in those days of low prices, \$675,000. The granite ropewalk too, the finest structure of the kind in the country, and a quarter of a mile in length, will not fail to attract attention. Several of the largest vessels of our old navy were built at this yard. Of late, while the government has been reducing, rather than increasing, its naval force, the work here has been confined chiefly to repairs upon old vessels, and the busy activity of past years is no longer seen. Its sale has been agitated in recent years.

The United States Marine Hospital at Chelsea, which appears on the right in the background of the sketch of the Navy Yard, is a large and handsome structure upon the crest of a high hill, near the mouth of the Mystic River. This institution, as well as the Naval Hospital, at the foot of the same hill, was erected and is maintained by the general government for the benefit of invalid sailors. The situation is salubrious, and the prospect from the Marine Hospital, overlooking as it does the harbor and two or three cities, is very fine.

No other city in the country can boast such suburbs as Boston has. For extent and beauty, they are unrivalled. The picturesque hills, separated by beautifully winding rivers, make, of themselves, an ever-varied landscape. Art has added greatly to the beauties which nature has so lavishly scattered. Many available sites for fine country residences have been occupied, and all that wealth could do to improve upon natural attractions has been done. But this is not all. Large cities and a score of flourishing towns have sprung up, where city and country are pleasantly commingled; and everywhere throughout the large district of which Boston is the centre may be seen evidences of industry and thrift, excellent roads, neat fences and hedges, thriving gardens and orchards, comfortable, tastefully built, and well-painted houses.

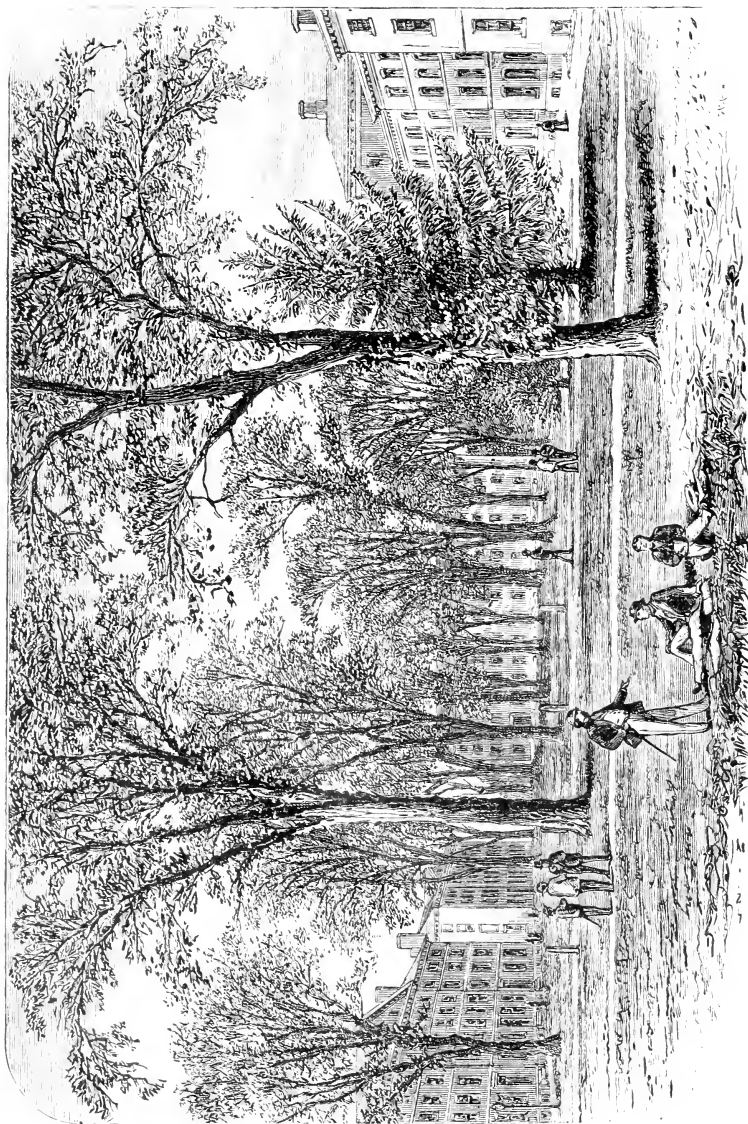
Passing into Cambridge we must first notice it as the site of the most famous university in the country. It was but six years after the settlement of Boston that the General Court appropriated four hundred pounds for the establishment of a school or college at Newtown, as Cambridge was then called. As this sum was equal to a whole year's tax of the entire colony, we may infer in what estimation the earliest colonists held a liberal education. Two years after, the institution received the liberal bequest of eight hundred pounds from the estate of the Rev. John Harvard, an English clergyman, who died at Charlestown in 1638. The General Court, in consequence of this bequest, named the college

after its generous benefactor, and changed the name of the town where it was located to Cambridge, Mr. Harvard having been educated at Cambridge in old



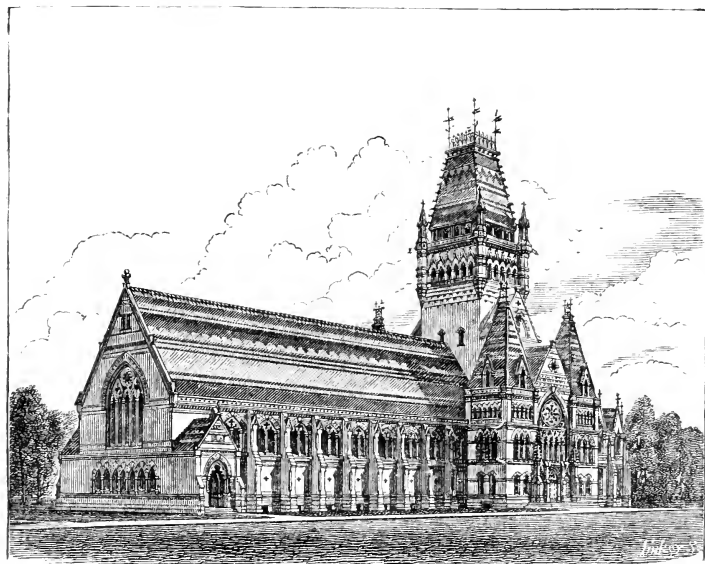
Gore Hall, Harvard College.

England. The college was thus placed on a firm foundation; and by good management and the prevalence of liberal ideas, under the fostering care of the Colony and the State, and the almost lavish generosity of alumni and other friends, it has assumed and steadily maintained the leading position among the colleges of the country, its only rival being Yale. The college long ago became a university. Schools of law, medicine, dentistry, theology, science, mining, and agriculture, have been established in connection with it, each endowed with its own funds, and each independent of all the others, except that all are under one general management. The college yard contains a little more than twenty-two acres, and nearly the whole available space is already occupied by the numerous buildings required by an institution of such magnitude. Some of the more recently erected dormitories are fine specimens of architecture, and admirably suited to the use for which they were designed. Among these are Thayer Hall, an imposing structure containing sixty-eight suites of rooms, built in 1870, at a cost of \$115,000; Grays Hall, a long five-story brick building, erected in 1863, and containing fifty-two suites; and Matthews Hall, an ornate Gothic edifice, which was built in 1872, at a cost of \$120,000. An important change was effected in 1865, after long discussion, in the government of the university; the overseers, constituting the second and more numerous branch of the university legislature, were originally the Governor and Deputy Governor, with all the magistrates, and the ministers of the six adjoining towns. After numerous changes, which were, however, only changes in the manner of select-



View of Harvard College: The Quadrangle

ing the clergymen who should constitute this board, the power of choosing the overseers was, in 1851, vested in the Legislature. All this system has since been abolished. The graduates of the college now choose the entire board. There are about 1,900 students, in all branches of the university, and 160 professors and teachers of various grades. Without speaking of the various society libraries, the university has nine minor libraries connected with various departments, containing nearly 80,000 volumes ; while the college library has about 260,000 bound volumes. The latter is in Gore Hall, a Gothic building of Quincy



Memorial Hall.

granite, erected in 1841, and reinforced in 1877 by a very large fire-proof extension of granite and iron. There are but two libraries in America larger than this one, those of the city of Boston and of Congress ; and its privileges are generously extended to men of letters outside of the university jurisdiction.

Memorial Hall is architecturally the finest building connected with the university, and was erected by the alumni to commemorate the sons of Harvard who died in the civil war. It was built between 1870 and 1877, at a cost of \$500,000, and is of brick and sandstone, 310 feet long and 115 feet wide. The central division is the Memorial Transept, 115 feet long and 58 feet high to the handsome wooden vaulting, and having high black-walnut screens around the walls, in which are set twenty-eight marble tablets bearing the names of the fallen patriots, and the places and times of their deaths. Over this transept the

great tower rises to the height of 200 feet, and forms a conspicuous landmark. The great hall opens from the transept, and is 164 feet long, 60 feet wide, and 80 feet high to its splendid timber roof, with galleries at either end, and at the west end an immense stained-glass window, bearing the arms of the Republic, the State, and the University. The high wainscoting around the hall is adorned with scores of portraits and busts of ancient and modern worthies of New England and of Harvard, rare productions from the pencils of Copley, Stuart, Trumbull, Hunt, Harding, Powers, Story, Crawford, Greenough, and other eminent artists (descriptive catalogues at the east end). The hall is now used as the refectory of the students. The Sanders Theatre is entered from the other side of the transept, and is a beautiful semicircular hall with graded seats, accommodating 1,500 persons.

The statue of John Harvard, which stands on "the delta," was designed by Daniel G. French, of Concord, and was given to the university by Samuel J. Bridge. It was dedicated Oct. 15, 1884. It represents a young Puritan scholar, with a delicate but resolute face. It is regarded as a fine piece of work. On the Common, near the university, is a stately monument, fifty-six feet high, and crowned by a statue of a soldier, erected in memory of 938 men of Cambridge who perished in the civil war. About the base are four ancient cannon, which were used in the Revolutionary war. The gateway through which the Yard is entered from the west is the outcome of a \$10,000 fund left by Mr. Samuel Johnson of the class of 1855. It is built of granite, assorted brick, sandstone, and iron. The panels are carved with the shields of the State, College, and City, an emblem to the donor, and the nation, and quotations from the early College history, and Colonial Records.

The Protestant Episcopal Theological School is near the University, but not of it, and consists of a noble group of stone buildings, including Lawrence Hall, the dormitory; Reed Hall, a cloistered Gothic building containing the library and lecture-rooms; and the exquisite architectural gem of St. John's Memorial Chapel. This school was founded in 1867, on an endowment from Mr. B. T. Reed of Boston, and has five professors. The number of students averages about thirty-five. It is on Brattle Street, near the Longfellow House, and opposite the stately old Vassal House, which was erected about the year 1700, and was afterwards abandoned by the Royalist family of Vassal.

The Riverside Press is three-fourths of a mile south of Harvard College, and is reached from Boston by the Brighton, Western Avenue, Pearl Street, Putnam Avenue, or River Street horse-cars, from Bowdoin Square. It was established here in 1851, by H. O. Houghton & Co., in an abandoned city building; and the establishment, as now conducted by the same firm, covers nearly four acres, between Blackstone Street and the Charles River, the main edifice being a handsome brick building, four stories high, with a front of one hundred and fifty feet and a depth of one hundred and sixty feet. In the rear are the fire-proof warehouses for paper and plates, the electrotype-foundry, and a stone pier along the river front. The appointments of the Press are very



The Riverside Press.

complete in all departments. These include a bindery famous for the variety of its work, and a large lithographic department. Between five and six hundred persons are employed here, having their own library, savings department, and fire-company. The publications of Houghton, Mifflin & Co., 4 Park Street, Boston, are all manufactured here, and there is direct telephonic communication by private wire between the Press and the Boston office.

Cambridge is noted not only for being the seat of the first college in America, but for having been the first place in the country where a printing-press was set up. In 1639 a press was brought over from England, and put in operation in the house of the president, who had the sole charge of it for many years. The first thing printed upon it was the Freeman's Oath, followed by an Almanack for New England, and the Psalms. A fragment of the last-named work is preserved in the college library, and copies of it may still be seen in some antiquarian libraries. Cambridge has at the present day some of the largest and most completely furnished printing-offices in America, conspicuous among which are the Riverside Press just described, and the University Press, offices which are perhaps the most celebrated in the country for the quality and accuracy of their work. Many of the hundreds of thousands of books published annually in Boston, and not a few of those issued by publishers in New York, including illustrated books requiring the finest workmanship and the greatest care, are printed and bound at these establishments.



The Washington Elm, Cambridge.

Not very far from the college grounds stands one of the few famous trees of the country, — the Washington Elm, — the only survivor of the ancient forest that originally covered all this part of Cambridge. It was under this tree that General Washington took command of the Continental army on the morning of the 3d of July, 1775. A neat fence sur-

rounds the famous tree, and an inscription commemorates the important event which was the most interesting in its centuries of existence.

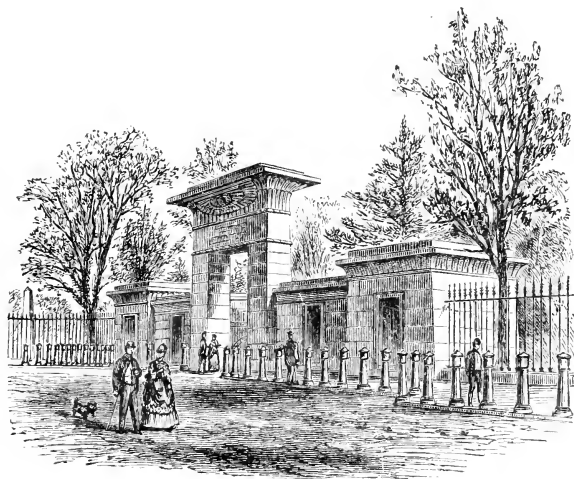
At a short distance from this old elm, on the road to Watertown, near Brattle



Residence of the late H. W. Longfellow.

Street, stands the house used by the patriot general as his headquarters. It was previously the residence of Colonel John Vassal, a Royalist or Tory, but was used by General Washington on its abandonment by the owner;

and here continued to be the headquarters of the American army for the greater part of the time, until the evacuation of Boston by the British in the spring of 1776. The house stands in a large and beautiful lot of ground, a little distance from the street, in the midst of tall trees and shrubbery, and though in a style of architecture different from that now generally employed, it is still an elegant residence in external appearance, while the rich and costly finish of the interior has been preserved by its successive owners. The poet Henry Wadsworth Longfellow was long the possessor and occupant of this house, and here he died in the spring of 1882.



Entrance to Mount Auburn.

Mount Auburn Cemetery is situated partly in Cambridge and partly in Waverlytown. The land was originally purchased and improved by the Massachusetts Horticultural Society for an experimental garden. It subsequently passed into the hands of the trustees of Mount Auburn Cemetery, and was consecrated in the year 1831. It is now one of the most extensive cities of the dead used by the people of Boston, being in extent about one hundred and twenty-five acres. The surface is remarkably diversified, giving unusual opportunities to the landscape-gardener to improve the natural beauty of the scenery. There are several sheets of water, and high hills and deep vales in abundance. Trees in great variety have been transplanted into this enclosure, adding greatly to its



Chapel, Mount Auburn.

beauty. Upon the summit of the highest hill, Mount Auburn proper, a stone tower has been erected, from which a very fine view of all the surrounding country can be obtained. Many elegant and costly monuments adorn the ground in every part. Some of these have been erected and the expense defrayed by public subscription, but many more by surviving friends of the thousands who here sleep the last sleep. The granite entrance-gate was designed from an Egyptian model, and was erected at a cost of about \$10,000. The very beautiful chapel was built in 1848, at an expense of \$25,000. It is used for funeral services at the cemetery. There are around the walls, within, several excellent statues and memorials, one of which, a statue of James Otis, by Crawford, is particularly to be admired. Cambridge has been connected recently with the newer part of Boston by the Harvard Bridge, which extends from the foot of Front Street on the Cambridge side to the junction of Beacon Street and West Chester Park in Boston. The first contract was made in August, 1887, and at present (February, 1890) the bridge is practically finished, and will be opened as soon as the approaches on the Cambridge side can be completed.

Brookline is one of the most beautiful of the suburban towns surrounding Boston, and furnishes a large proportion of the delightful drives in which the city residents indulge. It also possesses one of the finest specimens of church

beauty. Upon the summit of the highest hill, Mount Auburn proper, a stone tower has been erected, from which a very fine view of all the surrounding country can be obtained. Many elegant and costly monuments adorn the ground in every part. Some of these have been erected and the expense defrayed by public subscription, but many more by surviving

architecture in the State. The Harvard Church, of which we give a representation, is a beautiful edifice both without and within.

It is by no means to be understood that in our glance at the suburbs we have exhausted the subject. There are a great many other points that should be visited. The magnificent beach at Revere is of itself a sight well worth the time spent in driving thither. A short visit should be made to Lynn, the headquarters of the shoe manufacture, and another to the extensive factories of



Harvard Congregational Church, Brookline.

Lowell and Lawrence. In the church at Quincy are the tombs of the two Presidents, John and John Quincy Adams. Newton, Belmont, and Arlington are most beautiful towns, and in all the environs are charming drives through the pleasantest of districts. At Watertown is the great United States Arsenal; the battle-grounds of Concord and Lexington are within easy reach by railroad; and, in fact, no route can be taken out of the city that does not lead to some point where the stranger will find much that is both pleasing and interesting.

THE PARK SYSTEM. In addition to the Common, Public Garden, and other parks and squares there is an extensive Park System, which, when completed, will consist of a chain of parks almost surrounding the city.

The Charles River Embankment is now open from Craigie's Bridge to West Boston Bridge; the ground has been graded and filled in; trees have been planted and a Shelter House and open air gymnasium have been built at the northern end.

The Back Bay Parkway consists of a series of roads, drives, and bridle-paths along the shores of the old Basin or Back Bay, the waters of which found an outlet into Charles River through the gates on the Milldam, now Beacon Street. The Park Commissioners have treated this area of about a hundred acres very skilfully and with much taste. They have laid out through it fine roads, have built five bridges over the waterway, and have planted trees, shrubs, and flowers so that a very natural and picturesque result has been obtained. Nearly \$1,500,000 has already been spent on this Parkway. A beautiful road through Longwood, Brookline, and Jamaica Plain, past Jamaica Pond and the Arnold Arboretum, through Bussey Woods, brings one to the immense tract known as Franklin Park, 500 acres in extent, lying in West Roxbury. This Park, consisting principally of farms and woods, will be left to a great extent in its natural state, with fine roads which have been laid out with especial reference to bringing out the most picturesque views of the surrounding hills and valleys. About twenty acres have been carefully graded and sodded; an Overlook or terrace has been built which, as its name signifies, *overlooks* this field (called the Playstead) on which sports are to be held and games played. A Shelter has been built and seats and benches are very conveniently placed. A part of the Park has been reserved for a Zoölogical Garden, which will be under the care of the Boston Society of Natural History.

The Marine Park, when completed, will consist of a driveway along the shore at City Point, South Boston, which will be built out into the Bay to connect with Castle Island, on which is Fort Independence. This will be strictly an ocean Park, and here it is intended to have an aquarium. At present an immense pier, nearly 1,300 feet in length, has been built out into the bay, and it is a great resort on pleasant Sundays.

The total amount of money spent by the Park Commissioners from October, 1875, to December 31, 1888, is \$5,510,837.91. Frederick Law Olmsted is the Landscape Architect advisory.

VIII. A GROUP OF SUBURBAN RIDES.



HERE are several horse-car routes leading through scenes of rich suburban beauty. The entire horse-car system of Boston and the adjacent towns, with the exception of the Lynn and Boston line, is under the management of the West End Street Railway Company. Among the favorite routes are those leading to Grove Hall, Franklin Park, and the Dorchester District, a distance of about five miles, requiring nearly an hour for the outward trip, which costs only five cents. Many of the cars pass down Tremont Street, by the Common. Those of one route follow Washington Street south for nearly three miles, passing the Cathedral, Franklin and Blackstone Squares, the Langham Hotel, and the old cemetery in which John Eliot is buried, and soon afterwards begin to ascend the long slopes of Boston Highlands, on Warren Street, through a wide district of pleasant suburban homes. The country grows more open, the estates are larger and more park-like, the farther the car goes, and at Grove Hall the line diverges, some cars going to the right, to Franklin Park, and others to the left, where the route lies over high ground with the hill country of Milton often in sight. The terminus of the latter route is near the old Second Church, and by walking a little way beyond, to Welles Avenue, and ascending thereon to Ocean Street, a fine view of the harbor and sea, the southern suburbs and the Blue Hills, may be gained. Other routes pass out of the city along Shawmut or Columbus Avenues, and in the Roxbury District along a portion of Blue Hill Avenue.

Another pleasant ride, the cost of which is the same, is that to Milton Lower Mills, a distance of about six miles. The cars on this route leave the head of Franklin Street, corner of Washington, every half hour, and run through Federal Street to South Boston, where they enter upon the long Dorchester Avenue, and traverse a region occupied by workers in iron and wood, — the Norway Iron Works, and other large manufacturing establishments. Leaving this crowded selva of South Boston, the more open streets of Washington Village are followed, with frequent views over the South Bay on the right, and Boston Harbor on the left. The villas of Savin Hill soon appear on the left, and the line closely approaches an arm of Dorchester Bay. Beyond the station at Field's Corner, the country becomes more open, and several handsome estates are passed. The track is so far to the side of the avenue that the trees hang over it, and there is a strip of grass between it and the roadway. At Ashmont the avenue crosses a bridge over the Shawmut Branch of the Old Colony Railroad. A mile farther, and the car enters the pretty village of Milton Lower Mills, passing two or three of its churches, and stopping on the brow of the hill, over the Neponset River. At the foot of the street is the large and handsome factory in which Baker's chocolate is made. But the

crowning beauty of this excursion is found by crossing the Neponset River (which is here the boundary of Boston), and ascending the Quincy road for about half a mile, whence one can get a magnificent view of Boston Harbor and its many islands, the open sea, the blue Neponset winding through broad meadows, and the villages which stud the territories of Quincy and the Dorchester District. It is not far from three miles by this road over Milton Hill to Quincy, and a continuous line of stately old mansions and parks is passed, with immense velvety lawns, clumps of ancient trees, and abounding evidences of the most skillful landscape-gardening.

A much shorter ride in this same direction, and one worth taking, is that to Meeting-House Hill, by the horse-cars which leave the corner of Franklin and Washington Streets. Meeting-House Hill is an interesting locality, with its venerable church, the Dorchester soldiers' monument, and a group of handsome public buildings. A fine view of the harbor is enjoyed from this point; and it is not much more than half a mile to Savin Hill, a picturesque eminence surrounded on three sides by the water, and covered with villas.

The route to Forest Hills is about five miles long, and begins at the corner of Franklin and Washington Streets, which last it follows for five miles, passing some fine estates, the great Notre-Dame Academy, the New-England Hospital for Women and Children, and other handsome suburban institutions; traversing the edge of the village of Jamaica Plain; and terminating not far from the entrance to Forest Hills Cemetery (see page 139). Conveyances also run from the terminal station to the Mount Hope Cemetery, nearly a mile beyond, but somewhat irregularly.

The Jamaica Plain route is about five miles long, and runs from the Tremont House for over two miles and a half along Tremont Street. At Tremont Station it diverges to the left on to Pynchon Street, where a half-mile of breweries and German houses is passed. At the junction of Centre Street the great City Stables are seen on the left. The track here turns on to Centre Street, and soon crosses the sunken line of the Providence Railroad, near a house which dates from about 1720. The cars thereupon enter a delightful region of villas and open fields, passing the stately building of the Russell School, and approaching the village of Jamaica Plain. Several handsome churches are seen, on either side of the street, several attractive country places, and the mansion once made famous as the home of S. G. Goodrich (Peter Parley). The beautiful Jamaica Pond (see page 138) is a short walk to the right, down Pond Street. A little farther on is the large and showy building formerly used as the town-hall; and near it is the West Roxbury soldiers' monument, opposite the dignified old Unitarian Church. Stages connect with the cars at this point, and run out through a mile or more of picturesque wooded country, to the celebrated Allandale Mineral Spring.

The old Brookline horse-car route is four miles long, starting from the Tremont House, and following Tremont Street nearly all the way. It passes

the pudding-stone quarries on Parker Hill, and the lofty Church of our Lady of Perpetual Help, which is a conspicuous object for miles around. The interior of this church is worth visiting, in order to see the massive pillars of polished granite which separate the nave from the aisles. By following the main street from the terminal station, one soon comes in sight of the Brookline Town Hall, a beautiful and attractive stone building of modern erection. It is about a mile from the end of this horse-car line to Beacon Street, by way of Harvard Street, and the route leads past numerous delightful estates and suburban houses. The new line from Boston, passing by the Tremont House, and out by the way of the Back Bay District and Huntington Avenue, is the most direct to Brookline. On reaching Beacon Street, one may walk out to the left to the Chestnut Hill Reservoir (page 137) less than two miles ; or return to the city by way of the Mill Dam, about three miles, by going along Beacon Street to the right ; or, better still, if the day is clear, turn to the left on Beacon Street, and follow it a short distance to the divergence of Summit Hill Avenue on the right, and ascend thereon to the crest of Corey's Hill, whence is obtained one of the grandest views in eastern Massachusetts, including not only Boston and her suburbs, and the sea, but also the rural towns to the west for many leagues, even to the blue peak of far-away Wachusett.

One of the routes traverses Columbus Avenue, and gives a comprehensive view of that part of the city, with its handsome residence-blocks and modern churches, all built on land reclaimed from the back water of Charles River.

The South Boston route to City Point gives a view of the Peninsula wards, and a pleasant prospect over the harbor. The cars run by different routes through the city proper ; some making "the circuit" through Tremont Street, across the head of Scollay Square, Cornhill, and Washington Street, and passing through Summer, and other busy streets, to the bridge over Fort Point Channel, whence they soon reach Broadway, the main street of South Boston. Others start from Brattle Street ; and others still from Harvard Square, Cambridge. The latter pass through Park Square, by the Providence Station, and cross the Dover Street bridge. Passing the large Catholic Church of SS. Peter and Paul, the line along Broadway soon begins the ascent of Mount Washington, the ancient Dorchester Heights, near whose top is a group of churches, St. Matthews' Episcopal, the Methodist Centenary, the Fourth Baptist, the Phillips Congregational, the Hawes Congregational, and the Church of Our Father (Unitarian). Where the track bends to the left, the visitor may get off and ascend, by the Carney Hospital (Catholic), to the park on the crest of the heights, where the site of Washington's batteries is marked by a granite tablet. The view from this point is very beautiful, and includes the harbor, with its islands and forts, the open sea, Dorchester Bay and the Blue Hills, and the metropolis of New England, with all its broad and populous suburbs. The Perkins Institution for the Blind is not far from this park, and fronts on Broadway (see page 129). A little way farther out on Broadway is Independence Square, a handsome park covering a quarter of a million feet, nearly sur-

rounded by neat residences, and on the lower side approached by the grounds of the Boston Lunatic Asylum and other public buildings. Three blocks beyond this point is the end of the peninsula, with seaward-facing beaches and public grounds, and a great number of places where boats and skippers may be hired. Fort Independence is quite near this shore, and the other harbor islands are seen beyond, on either side, with the wide expanse of Dorchester Bay on the south, overlooked by the Blue Hills of Milton. Off City Point are the mooring-grounds of most of the yachts belonging to the Boston, Dorchester, and South-Boston Yacht Clubs.

Revere Beach is the nearest to Boston of all the sea-beaches, and may be reached by the narrow-gauge railroad from Atlantic Avenue, the Eastern Railroad, or by the horse-cars through Scollay Square (fare, ten cents). The latter route leads through Charlestown, giving views of the Soldiers' Monument and Bunker-Hill Monument, and then crosses the Mystic River on a long bridge, and traverses the city of Chelsea, passing the grounds of the Marine Hospital and crossing the public square near the business centre. Soon the Chelsea Highlands (the ancient Powder-Horn Hill) are seen rising on the left, crowned by a large building, formerly a summer hotel, and now the new Soldiers' Home, which commands an extensive view over Boston and the harbor, with the northern environs. Crossing Mill River, the line enters the town of Revere, and after a short run through an open country and a part of the hamlet turns to the eastward, and soon reaches the beach, near several of the hotels. Beyond the point where the horse-cars diverge from Broadway the Lynn and Boston horse-cars continue along the old Salem Turnpike to the city of Lynn, and out as far as Swampscott, the Long Branch of Boston.

Somerville is traversed by three steam railroads, and also by horse-car lines, one of which departs from Scollay Square, crosses Charlestown, and, near Charlestown Neck, one branch diverges to Union Square, while another continues over the Neck to Winter Hill. Another line is from Bowdoin Square through East Cambridge, to West Somerville, passing also through Union Square; and still others from the Providence Station on Park Square, through Cambridgeport, Inman Square to Union Square, and Beacon Street, Somerville, to Porter's Station. The Winter Hill line runs through a pleasant district, after leaving Charlestown, passing the site of the Ursuline Convent on Mount Benedict, the prettily planned Sefton Park, and a great number of neat wooden residences. Away to the left the Somerville City Hall, High School, and Unitarian Church are seen; and on the right is the populous Mystic Valley. After a long and slow ascent the car reaches the top of Winter Hill, the site of one of the American batteries during the siege of Boston, and commanding a fine view over the northern suburbs. A walk of two and a half miles straight out on Broadway leads to the village of Arlington (see below), whence horse-cars may be taken over another route to Boston. This walk leads along the old stage-road to Keene, New Hampshire, and passes to within two miles of Medford, which is long seen on the right, and much nearer to and in plain sight

of the high-placed buildings of Tufts College. It also passes close to the Old Wayside Mill, the most picturesque bit of antiquity in all the Boston environs. This venerable tower was built about one hundred and seventy years ago, as a windmill for grinding corn, and in 1747 became a provincial powder-house, from which, in 1774, Gage's British troops removed 250 half-barrels of powder. There are several interesting traditions connected with this antique stone structure, one of which is recorded in Drake's "Historic Fields and Mansions of Middlesex."

The large and handsome village of Arlington, with its prettily grouped spires, its blue lakelet, and its memorial tablets recording the scenes in the Concord-Lexington march which occurred within her borders, is reached by hourly horse-cars from Bowdoin Square, Boston (fare 10 cents cash ; no tickets sold). The line crosses the West-Boston Bridge, and passes through Cambridgeport and over Dana Hill to Harvard Square, where it goes round two sides of the College-grounds, and gives a fine view of many of the most important buildings. Then the Common is skirted, and the Soldiers' Monument, Washington Elm, and Shepard Church are seen on the left. Beyond Harvard Square the route is over North Avenue, a long and wide boulevard, lined with trees and handsome villas, and affording a succession of pleasant prospects. Upon reaching Arlington (anciently called *Menotomy*), an hour can be passed very satisfactorily in rambling about the clean, quiet, and umbrageous streets of that ancient village. About a mile and a half beyond is the crest of Arlington Heights, reached by good roads and crowned by villas ; and therefrom is obtained a grand view, including all Boston and her suburbs and the attendant sea, on the east, and on the west a vast expanse of green and rolling farm and forest country, studded with white villages and blue ponds, and bounded by the distant but clearly discernible peaks of Watatic, Wachusett, and Monadnock.

The routes to the Brighton District and Watertown are among the most interesting out of Boston ; and the latter part of the Mount Auburn route, from Harvard Square to the Cemetery, is not surpassed in artificial beauty and historic charm. Wrote Sir Charles Dilke : "It is not only in the Harvard precincts that the oldness of New England is to be remarked. Although her people are everywhere in the vanguard of all progress, their country has a look of gable-ends and steeple-hats, while their laws seem fresh from the hands of Alfred. In all England there is no city which has suburbs so gray and venerable as the elm-shaded towns around Boston, Dorchester, Chelsea, Nahant, and Salem."

The overhead electric system is in operation between Bowdoin Square and Harvard Square in Cambridge, and also upon the Beacon Street extension to Chestnut Hill, and is rapidly being extended over other parts of the city.

IX. PRACTICAL NOTES.

HOTELS.



HE Vendome, on Commonwealth Avenue and Dartmouth Street. One of the most elegant hotels in New England. Charges \$4.50 a day. (See page 65.)

The Brunswick, corner of Clarendon and Boylston Streets, charges \$5 a day. (See page 65.)

The Victoria, on Dartmouth Street, corner of Newbury. European plan.

The Thorndike, 92 Boylston Street, opposite the Public Garden. European plan. (See page 47 and advertisement facing second cover page.)

The Parker House, on School Street, Young's Hotel, on Court Avenue, Court Square, and Court Street, and the Adams House, 555 Washington Street ; large, first-class houses, conducted on the European plan, centrally located and much patronized. Single rooms from \$1 to \$3 a day ; suites from \$5 to \$15. (See pages 83 and 89.)

The Tremont House, corner of Tremont and Beacon Streets, and the Revere House, on Bowdoin Square (see pages 39 and 20) ; the former charges \$4 a day ; and the latter, on the European plan, makes moderate charge for rooms.

The American House, on Hanover Street (page 19), has 400 rooms, and its rates are \$3 a day.

The United States Hotel, conveniently situated on Beach Street, one block from the new Albany Station ; charges from \$3 a day upwards.

The Quincy House, on Brattle Square, one of the older houses, having a reputation for comfortable rooms and an excellent table ; charges from \$2.50 a day upwards.

The Clarendon Hotel, at 521 Tremont Street, pleasantly situated in a quiet part of the city, charges from \$2.50 a day upwards.

Boston Tavern, Ordway Place, off Washington Street, between School and Bromfield, and Clark's, just beyond the Adams House, are kept on the European plan, and their charges are moderate.

There are several other minor hotels in the city, most of them cleanly and well situated, where the prices are lower than those above quoted. The private boarding-houses of the best class are for the most part on and near Beacon Hill, and at the South End ; and several of those on the Hill take boarders for terms of a few weeks.

Among the most notable restaurants are Parker's, with a spacious dining-room for ladies, in addition to the public and private dining-rooms and café for gentlemen ; the Adams House, with a large general dining-room ; Young's,

with several large dining-rooms and café, with a sumptuous dining-room for ladies from the Court Street entrance ; Ober's, on Winter place (off Winter Street), where the Parisian *cuisine* is used ; Park's, on Bosworth Street near Tremont. Confectionery and ices (besides more substantial food) may be obtained at Weber's and Dooling's, on Temple Place ; Fera's, 162 Tremont Street ; and the Copeland restaurants, 128 Tremont Street and 467 Washington Street. These places are much visited by ladies. There are also scores of restaurants in the business quarter, many of which are first-class in every respect ; a group of French restaurants on Van Rensselaer Place, off Tremont Street, just above Boylston ; Vercelli's, an Italian restaurant, at 88 Boylston Street, and numerous German and French restaurants down town.

THEATRES, HORSE-CARS, AND HARBOR STEAMERS.

THE THEATRES. The Boston Theatre is on Washington Street, between West and Boylston Streets ; the Bijou two doors south ; the Globe on the other side of the street, near Essex Street ; the Park, nearly opposite the Globe ; the Grand Opera House on Washington just above Dover ; the Museum on Tremont Street, between School and Court Streets (see also pages 84, 88-90, 120) ; the Howard Athenæum on Howard Street, near Scollay Square ; the Hollis, on Hollis Street ; the Tremont, on Tremont Street. For Music Hall and the Tremont Temple see pages 85 and 87 ; Horticultural Hall, page 86.

HORSE-CARS leave the Tremont House or Temple Place, or pass along Tremont Street every few minutes for the northern railway stations, Chelsea Ferry, East Boston, Beacon Street, Northampton Street by way of Boylston and Dartmouth Streets, Lenox Street, Jamaica Plain, Brookline, Forest Hills, Grove Hall, Mount Pleasant, Dorchester, Egleston Square, and other points in the Roxbury and Dorchester suburbs ; and for Brighton by way of Charles Street, every half hour. The Milton Lower Mills and some of the South Boston cars leave from the Old South Church. The Winter Hill, Malden, Everett, Revere Beach, City Point, Charlestown, Lynn, Swampscott, and other lines to the northern suburbs, leave Scollay Square and the station in Cornhill. The Cambridge, Brighton, Harvard Square, Arlington, Watertown, and Mount Auburn lines, with others to the western suburbs, run from Bowdoin Square, or Park Square, several lines passing through Scollay Square. There are cross-town lines connecting and including these termini, and a transfer line from Northampton Street by way of Chester Park to the head of Commonwealth Avenue. Also a line from Park Square to City Point, South Boston, by way of Columbus Avenue, Berkeley, and Dover Streets.

THE HARBOR STEAMBOATS leave their wharves on Atlantic Avenue for their various destinations. The lines to Hull, Strawberry Hill, Hingham, Downer Landing, and Nantasket Beach, run from Rowe's Wharf, which is reached by horse-cars marked "Atlantic Avenue." Steamers to Nahant and other points leave from wharves near by.

COACHES AND CABS.

THE CITIZENS' LINE runs from Northampton Street, to the foot of Salem Street, Charlestown, every three minutes, from 5.45 A. M. to 9.30 P. M. Return every three minutes, from 6.15 A. M. to 10.30 P. M.

During the summer season "barges" run from Bowdoin Square to the harbor steamboat wharves.

HERDICS, small, two-seated cabs, "Standards," and other cabs of similar pattern, carry passengers from point to point within the old city limits for twenty-five cents each. They can at any time, night or day, be called by telephone.

THE BOSTON CAB COMPANY.

The Boston Cab Company was organized in February, 1886, through the efforts of some of the most active and enterprising business men of this city, who realized the need of a higher grade of service than was at that time existing.

The Company have a large number of Coupés, Landaus, Broughams, Berlin Coaches, Victorias, etc. Also an elegant French Mail Coach for coaching parties.

The rate of fare between any two points north of Chester Park and Chester Square is fifty cents for each passenger (including ordinary baggage). Extra trunks charged for at the rate of twenty-five cents each.

SHOPPING AND CALLING. — Coupés, \$1.00 per hour; Carriages (pair of horses), \$1.50 for the first hour; \$1.00 per hour thereafter.

DRIVING. — \$5.00 for the first two hours; \$1.50 per hour thereafter.

The principal office and stable of the Company is at West Chester Park, corner of Newbury Street. Branch offices at the principal hotels and railroad stations.

HACK FARES.

The regulations apply to adult passengers. From one place to another in the old portion of the city, within East Boston, within South Boston, and within Roxbury, the fare is 50 cents for each passenger, and as much more for every additional passenger.

For one adult, from any point south of Dover Street and west of Berkeley, to any place north of State, Court, and Cambridge streets (or return), the fare is \$1 for each passenger, and for two or more passengers 50 cents each. From any place north of Essex and Boylston streets, to any place in Roxbury north of Dudley Street, or Roxbury Street between Eliot Square and Pyncheon Street, and east of Tremont Street from the Providence Railroad crossing and the Brookline line, the fare is \$2; for two passengers, \$1 each; three passengers or more, 75 cents each. From any place south of Essex and Boylston streets and north of Dover and Berkeley streets, to any place in Roxbury (or return)

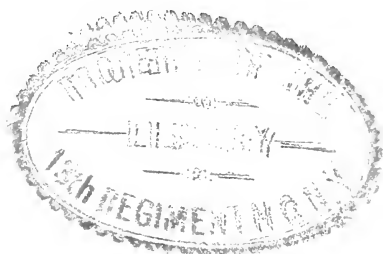
the fare is \$1.50 ; two passengers, 87 cents each ; three, 75 cents each ; four 62½ cents each. From any place south of Dover and Berkeley streets to any place in Roxbury (or return) the fare is \$1 ; for two passengers, 75 cents each ; for three or more, 50 cents each. From any point north of Essex and Boylston streets, to any place in Roxbury south of Dudley Street and Roxbury Street between Eliot Square and Pyncheon Street, and west of Tremont Street from the Providence crossing and Brookline line, \$2.50 ; two passengers, \$1.25 each ; three, \$1 each ; four, 75 cents each.

To South or East Boston from the old portion of the city, \$1 ; two or more passengers, 75 cents each. From point to point within Dorchester, \$1 ; 50 cents for each additional passenger. From the city proper to Dorchester, for one person, \$2.50, \$3, and \$4 according to the distance, the limits being carefully defined in the regulations ; two persons, \$1.50, \$1.75, and \$2.25 each ; three, \$1, \$1.25, and \$1.62 each ; and four, 75 cents, \$1, and \$1.25 each.

PRINCIPAL TELEGRAPH OFFICES.

Western Union, open all night, 109 State Street. Branch offices at the principal hotels and railroad stations. Mutual Union practically united with the Western Union, open all night, Equitable Building, Milk Street. United Lines, open all night, 177 Devonshire Street. Baltimore and Ohio, Milk corner of Hawley Street. Direct Cable, 109 State Street. American Cable, 30 Equitable Building, Milk Street. Branch offices of the leading telegraph companies, in the principal hotels, exchanges, and other public places.

Boys for messenger service of all kinds, day and night, are furnished by the Mutual District Messenger Company, whose main office is in the basement of the Old State House, State and Washington Streets. There messengers can be called by telephone or by the special electric call-boxes of the company, which are generally to be found in the leading hotels, and other public places, as well as in business offices. The boys are uniformed, and are paid according to a fixed tariff of rates. Public telephone stations are in the principal hotels.



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